VOLUME X NUMBER 13 48 PAGES

Cycle News WEST

April 10, 1973

America's Largest Weekly Motorcycle Circulation

ENDURO TIME!

BAD MOUNTAIN

RED GARTER

50¢

FT. HOOD ISDT QUALIFIER

Ah, the simple pleasures of Spring riding. Stu Hathenbruck reflects the soil of Utah in his first race: a rough scrambles. — Terry Newfarmer Photo.

RONALD REAGAN RAPS ON BIKES AND BIKERS

RIDING KAWASAKI'S SUPER-FAST 750 ROAD RACER

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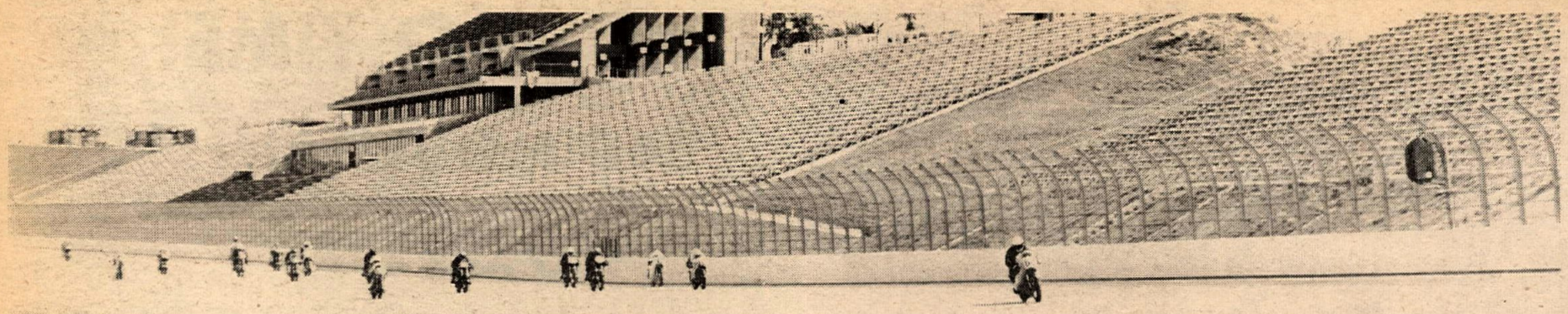


THE KAWASAKI 750 H2-R ROAD RACER

Acceleration! Off the starting line of the heavyweight GP event, the H2-R got a considerable hole shot. At this point the rider has driven the machine for only one lap. Note that he isn't even tucked in. Eleven second quarters would be easy.

by Art Friedman
Photos by Dave Schoonmaker and Friedman

It had all the makings of one of *those* days. Practice wasn't even over and I had managed to break both of my bikes. My Kawasaki H1-R had broken an expansion chamber and was out for the duration, and my production bike was scattered all over the pits because of a fetched-up left cylinder courtesy of a leaking base gasket. I was grumbling around when I ran into Mike Van Bibber from Albuquerque, New Mexico. I met Mike last year through friends from New Mexico and we have exchanged racing stories at several of the West Coast Nationals. I was surprised to find him straddling a Kawasaki H2-R road racer.

Not too surprised, though. Mike had been campaigning an H1-R in National road races with limited success. Mike, you see, is a dirt tracker and clip-ons and rear-set footpegs just don't fit him as well as a steel shoe.

The bike, like most of the H2-R's (750 road racer) floating around is an H1-R modified by the addition of the basic 750 Kawasaki engine. The H1-R is Kawasaki's 500 road racer, forty of which were built and dispersed during the winter and spring of 1970. They were laid out along the lines of the street triple but almost none of the parts were interchangeable. In fact, there were certain things about the H1-R that made them illegal for AMA competition. Some got sorted out and some got overlooked, and the H1-R's in the hands of Mike Lane, Jerry Greene, and the late Rusty Bradley had the Junior circuits pretty well tied up until this year. Yvon DuHamel also took the 500 into the winner's circle during 1971.

Last year, however, the factory built the incredibly fast 750cc H2-R racer, and this time they didn't make any available to privateers. They didn't even make a kit or give any real information on how-to. But where there's a win there's a way and some privateers, notable among whom are the highly publicized Kevin Cameron and Cliff Carr, built their own out of stock parts. The factory, of course, had trick barrels (allowed by a rule that Bob Hansen, head of Kawasaki's road racing effort and a vice president of the AMA, pushed through), and quite a few other trick bits that came and went through the year.

Still, the bike was basically a H1-R with a bigger engine. A lot of the parts were common and the privateer could get them. High on the list are the external dry clutch and the magneto CD ignition that were developed for the H1-R. To fit the clutch you have to use the close ratio H1-R transmission with some modifications and the special right side case that allows the clutch to get outside of the cases and be cooled by air. The H1-R clutch is a very good unit that seems to be capable of accepting endless slipping without complaint. You do have to be careful of keeping oil off of it, however.

But even in fitting the existing and supposedly common H1-R parts to his 750 Van Bibber ran into extensive difficulties. To fit the clutch and tranny, he had to use the special H1-R right side case, and the case was too narrow to accept the stock primary drive. The primary drive gear needs to be made narrower, but it is made out of hard metal, very hard metal.

So Mike called Kawasaki. What did they do? They had special ones that were made in Japan. Were they available to the privateer? No. Well, what could you use? Well, there was another gear that could be machined to fit, only it fit a differently splined shaft and was made out of the same hard steel. Any other ideas? You could narrow the stock one.

That was what Mike did in the end. He found a machinist who made bits for cutting tools. It wasn't too hard for him. That afternoon at Ontario several people came up and asked Mike how he had solved that problem.

The "bolt-on" ignition, too, took some modification before it would fit.

But the biggest problem was the cylinders. This year the AMA rulebook has been changed so that you have to use stock cylinders. You can modify them but the castings have to be stock. Kawasaki was in a bind, and Kevin Cameron suddenly got factory backing. Mike couldn't get anything out of the factory except that there were spacers .080 of an inch thick that you had to put under the cylinders. Cameron had to use three center cylinders to allow the pipes to go somewhere workable. The AMA said this was OK this year, but it seemed to Mike that if you swapped the right and left cylinders that you could make it work. The AMA said you couldn't do this when he asked. Nope, gotta use three center barrels. Eventually, Mike convinced them that the right-left swap actually made more sense and was closer to the intent of the rule.

Getting down to work on the cylinders, Mike and friend Kent Bowen had to modify them by making them clear each other. Some fins got shaved off. The porting was more complicated and they are somewhat secretive about it, but again the H1-R was referred to. The machine was bolted together and a glance showed that the only thing that they had gotten from the factory, the plates that went under the cylinders, didn't work. When the piston was at bottom dead center, the intake port was exposed to the combustion chamber. The plates were modified.

The next problem was carburetion and exhaust attachment. 35mm Mikuni road racing carbs were the obvious answer since the H1-R engine used them. But they are considerably taller than the stock H2 carbs, and they didn't clear the cases. Spacers were made of phenolic block to cure the problem. Special adaptors were made to attach the expansion chambers, and the factory finally came through with specs for H2-R chambers.

Now that the machine was beginning to promise to go like a greased banshee, attention was turned to making it stop and turn. The chassis was going to have to be the old H1-R that Mike had started with. His was one of the early type and everyone else had long since lowered theirs and moved the engine around. Instead of following the accepted practice and cutting it at the top, Van Bibber lopped a hunk out of the bottom of the frame which lowers all sorts of other things, like the engine and the swing arm pivot. The swing arm is more level this way. To frost the cake Mike had the whole thing nickel plated.

The H1-R front end was chucked in the waste basket, and a stock Kawasaki 750 front end with dual discs was attached to the bike. The problems with this is that the front end weighs in at over 50 pounds. A mag wheel would lighten things up, but as Mike says, "It doesn't do wheelies this way." An H1-R drum brake stops the rear wheel.

Springing rates and damping were played with and the bike was taken out and driven around some of the back roads of New Mexico before it was packed up and taken to Ontario. At Ontario, Mike and I ran into each other; Me with nothing to ride and him having trouble swallowing his heart after just a few laps on the bike on the unfamiliar course.

RIDING IT

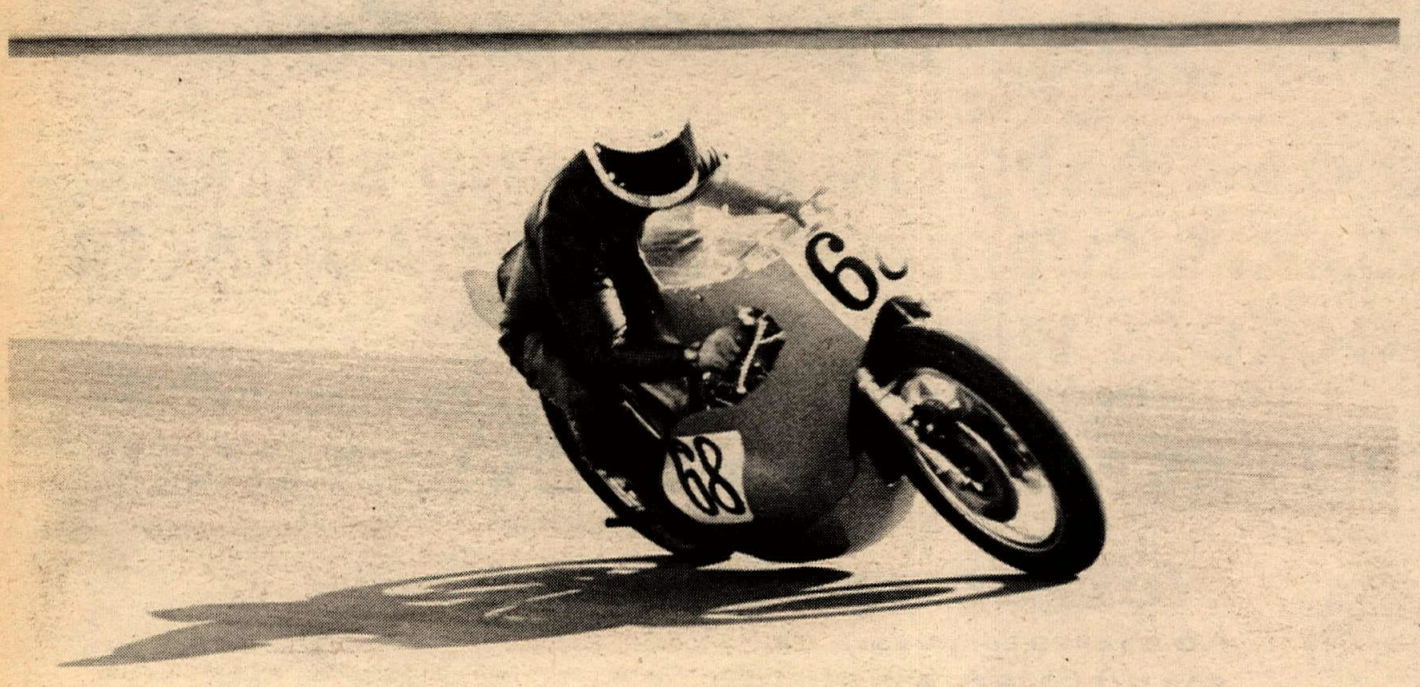
Since he felt that I knew the 19 turn course better than he did, and since I have had experience on a wider variety of road racing machinery, Mike asked me to ride the bike and tell him what I thought of it. I didn't hesitate. (I have a dangerous habit of always saying "yes" to offers like this.) I snapped my jaw back up and grabbed my helmet. Since the last practice was commencing I said that I would take just one lap and hand it back.

Seat height is very low, lower than the 250 Yamaha production bike that I had just been tooling around on. It was under 30 inches. I fit immediately. The clip-ons were where I wanted them, and I liked the old style H1-R tank which was thin at the rear where the one on my H1-R was wider. That allowed me to move around more and get my weight closer to the inside. The fairing that he is using is also the old style H1-R; narrow and without all the spoilers and cooling ducting found on the latest H2-R's.

There are experiences in the world of motorcycling that qualify as ultimates. Riding a Kawasaki H2-R is one of them. Even with the cold NGK B-10H-N spark plugs the machine fired right off after being pushed a few feet. You just cracked the throttle until it began to pop and then climbed on and drove away. The bike pulls from about 3,500 RPM, maybe lower. In fact, it had more low end than most street bikes or motocrossers I've ridden. There is considerable vibration until about 5,000 RPM which makes warming it up something of a chore. The machine isn't too loud from within a Bell Star.

First gear is down from neutral and very tall. But the torque of Mike's engine pulled me away easily with minimal clutch feathering. Pulling out on the track I got a taste of it. In that one lap I discovered several things. The suspension didn't quite suit me (Mike weighs a good deal more than I do) but even so, it didn't seem to want to wobble on the banks like my H1-R. Braking was excellent to the point that I nearly passed through the wind screen when I got on the binders hard.

But the thing that still sticks in my mind was the *power*. Now I understood why a big grin split Mike's face everytime he talked about riding it. As I exited turn eight I wicked it up. The only way that I can explain it is this. It was like thinking that your old Honda 160 was fast and then climbing on a



The controls, seat, and tank favor a slightly tucked in position during cornering which keeps weight low and reduces the chance of oscillation.

Kawasaki 750 street bike. That was how it compares to other road racers I've experienced. By the time I arrived at the end of the rather short (shorter still on this bike) infield straight, all the other machines on the track were getting blurry.

Back in the pits, Mike made me an offer. If he could ride my production bike which our faithful proofreader, Assistant Editor, and sometimes wrench had patched together, I could ride the H2-R for the rest of the day. At that point I would have *given* him my production bike to ride it. I was hooked.

When the 350 through Open GP heat came around I rode the bike out to the line. I was still inclined towards caution since I only had one lap on it, but even with a cautious approach I had no trouble with the start. Entering the first turn I had over fifty yards in hand. I got passed on the infield again but the straights made it up for me. By the end of the main straight the other GP machines were flashing by like fence posts. The thing is too fast to allow you to relax on the straights. The speed differential is too great.

My H1-R wobbles so horrendously that I had always been afraid to drive on to the banking in top gear. Instead of the I-wonder-who's kissing-her-now/a-short-life-but-a-hairy-one attitude needed to get into that turn fast on the H1-R, I found that if I just kept down on the tank and kept the gas on that I could retain control completely. A slight modification to the front suspension before the heat had the bike handling just about right for me. The rear springs were still a tad stiff, so it oversteered slightly. Handling over the bumpy infield turns was affected somewhat also. Coming on to the main straight, the rear end broke loose into a slide once in second gear.

What I was having the most trouble feeling out was the throttle response. On peakier machines I often run through a turn with the bike just off the power band with the intention of bringing it back on power as I begin to exit. The H2-R didn't fall off the power band, though, and opening the throttle would bring instantaneous response. A handful meant violence. So I spent the heat flying down the straights, trying to find out how to apply the power, and searching for braking points. I just couldn't believe that I could shut off that late from those speeds.

Low speed handling was excellent. The machine didn't want to fall into the turn in the slower corners, and it didn't require a lot of muscle to work through any of the corners. Only the bumps were hurting the handling and that could be fixed.

My attempts to solve the accelerating and braking problems were brought to an end when the machine seized on the bank during the last lap. I had already seized one bike that day and felt it coming.

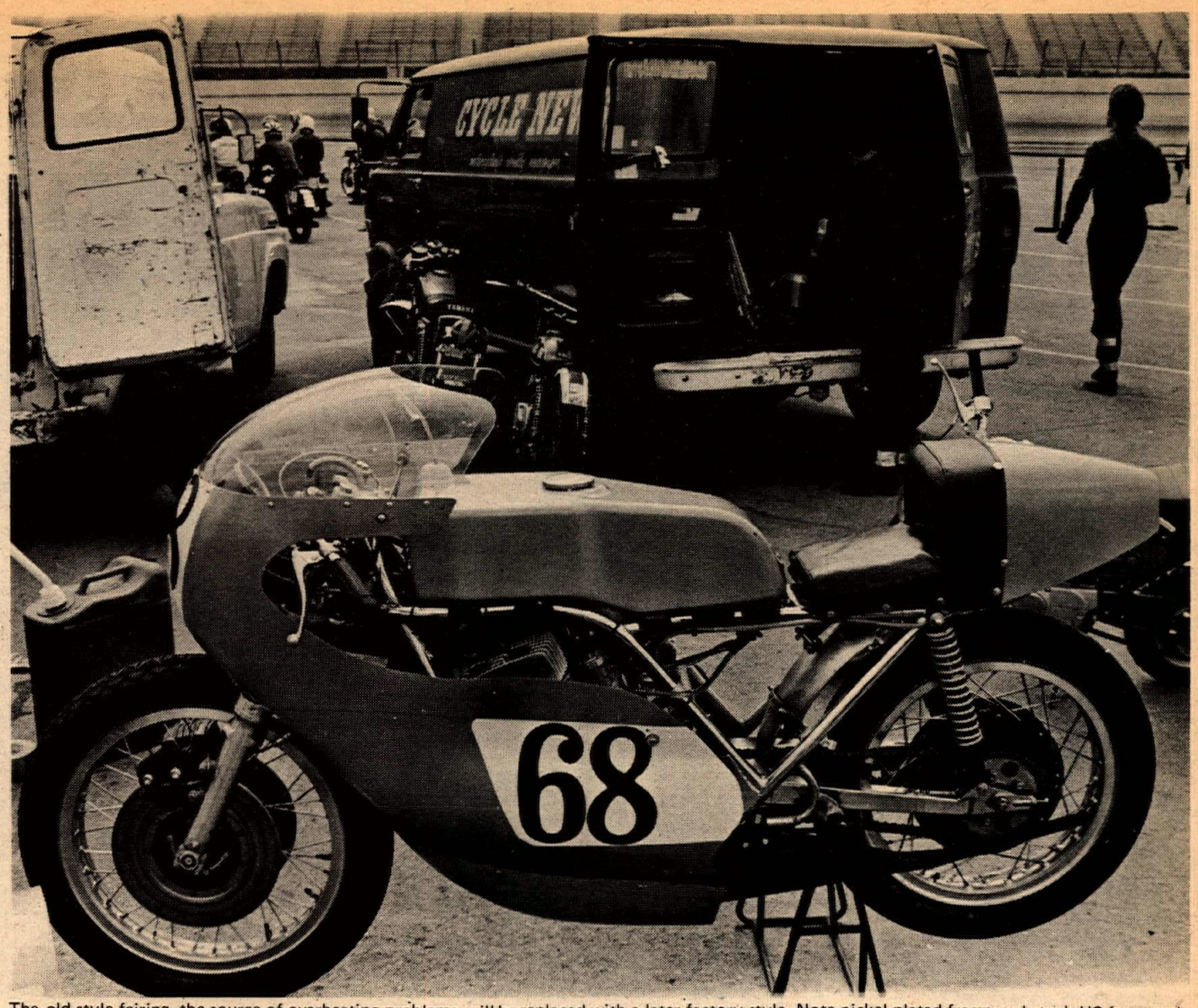
The jetting that Mike had chosen for Ontario (which requires something a little different than Albuquerque's 5000 feet) had been suitable for him, but I was more familiar with the course and consequently got on the gas harder, and it had gotten a little lean.

The seizure had been light enough that we were able to continue to run the bike. To "break it in" I went out in a corner of the parking lot and rode it around slowly. With a lower first gear ratio it would have been torquey enough to ride on the street. I was becoming more and more impressed.

I missed the start of the main when a pipe detached itself (a spring had weakened) and so got the chance to go out and play by myself for the most part. By now I was developing enough confidence that I could drag the fairing in the turns. I had found the right touch to the throttle and was finding that weight transfer with the front end stiffened was working quite nicely. I was shifting it at just over 8,500 RPM, considerably lower than the 9,500 on the H1-R or the 10,000 on a Yamaha TR.

I never did get my braking points sorted out. I was just going too fast to work up the courage to shut off where I knew that I should. It was *so* fast!

By now I had it well sorted out. I could drive through the first turn faster than I ever dreamed of with my H1-R. Except for the stiff rear springs, everything fit me quite well and took a moderate touch to operate except for the throttle which you use gently, very gently. Braking was excellent and thoroughly capable of handling the speeds involved. My ride came to an end when the timing slipped and I once again went back into the pits. But I stayed pumped for about a week afterwards and, like Mike, my face lights up everytime that I recall it.



The old style fairing, the source of overheating problems, will be replaced with a later factory style. Note nickel plated frame and stock H2 front end.

There are some experiences in motorcycling that can be considered ultimates. Riding an H2-R is one of them.

HOW-TO

You can't buy an H2-R. You have to build it. Kawasaki will sell you a lot of the parts, notably the transmission, clutch, and ignition. They will also sell you the basic H2 engine. The frame is more difficult. There are some firms that will duplicate them. The front forks can be the stock H2 or any one of a variety of other sorts. Glass can be had from Brown, Fibercraft, or Kawasaki. The Mikuni carbs come from almost anybody.

Although he expresses some reluctance, Mike will machine and port your barrels for $350 a set. I might point out that they would be suitable for a drag bike or street machine. You can get hold of Mike Van Bibber at Mike's Kawasaki, 5400 Menaul NE, Albuquerque, New Mexico. The rest is up to you. It will cost you a bundle.

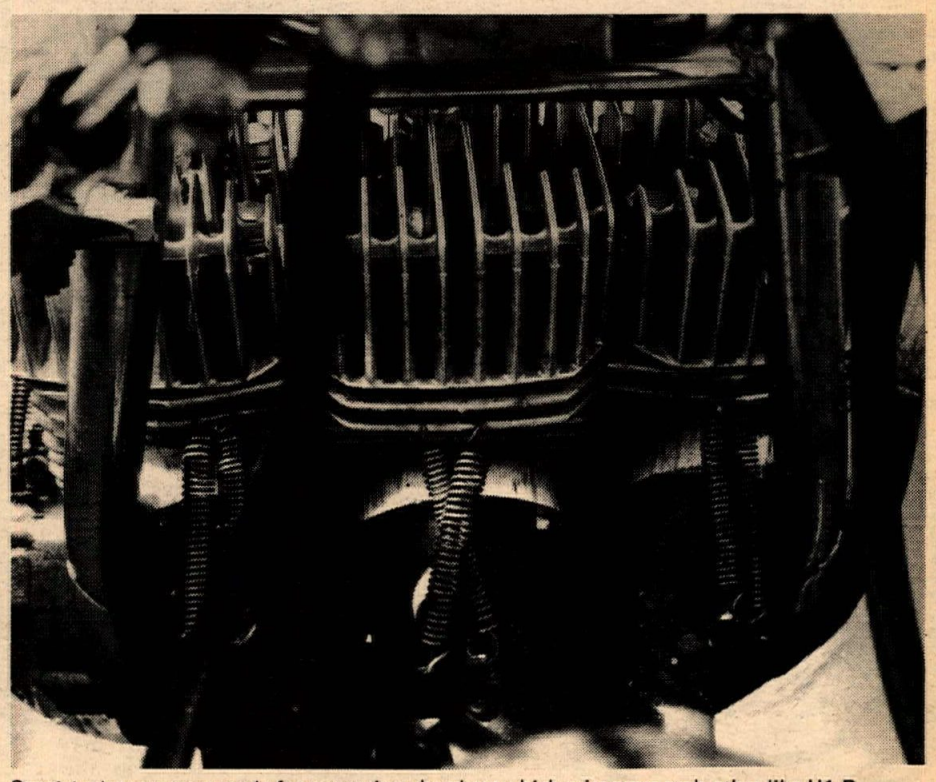
Mike and Kent built the bike entirely by themselves with no factory help. Even though it was supposed to be a bolt-together project, they ended up spending over a hundred hours on it and plenty of money. Their chances of ever making it back through Kawasaki's contingency program are almost non-existant because they have to compete with the factory racing team that has all the factory developed parts and the fastest riders. There is good reason for the popularity of Yamaha's production road racers.

When we had first been discussing the bike, Mike had said that he would trade it for a good half-miler, but I have my doubts. Everytime he talked about riding it, his face lit up...

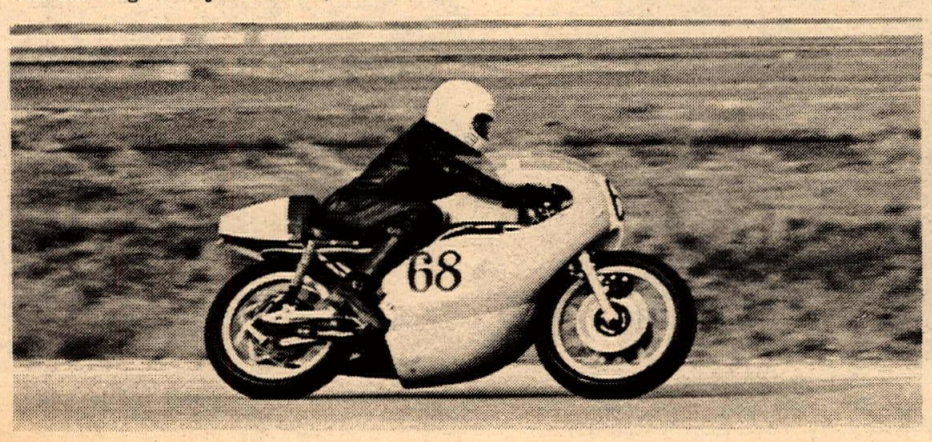
Hidden down in there is an H1-R external clutch.

The right and left cylinders were switched and fins were shaved off of cylinders and heads.

Special adaptors had to be made from phenolic block to adapt 35mm H1-R carburetors. Each block is different to match the port.



Special adaptors were made for expansion chambers which criss-cross each other like H1-R.



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Cycle News West and Headquarters
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LESS SOUND <db MORE GROUND

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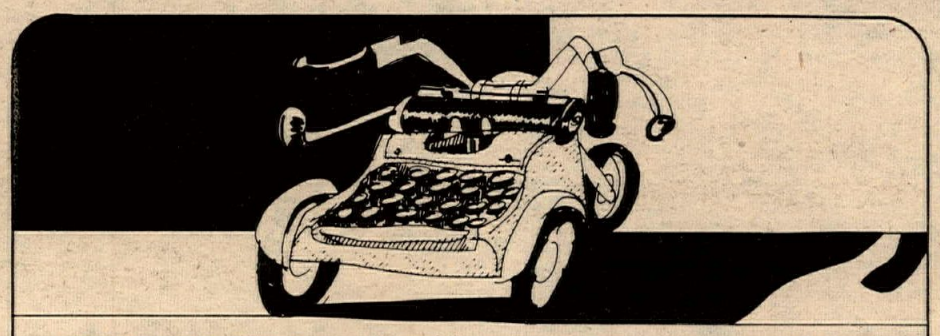


VOICES OF THE WEST

THE $224.70 REED VALVE

This letter is in regard to one of your advertisers and the service they give, or don't give I should say. I am referring to South Bay Motorcycles in Redondo Beach, Cal.

On Jan. 29; I took my son's 125cc CZ to have a Mikuni/reed valve set-up installed. On the phone I was quoted a price of $140.00. When I arrived at the shop the price had suddenly gone to approximately $200.00. Being the sucker that I am, I left the bike for the work to be done after being told that the installation would increase the H.P. The bike would always start on the first kick, low end would be considerable better, and that it would never load up.

When I picked up the bike in a few days the total bill was $205.65 which included a rebore and new piston, which it couldn't have possibly needed as the bike had less than 10 hrs on the motor.

When my son and I got home we tried to start the bike to no avail. About a week later when the weather cleared we went to Saddleback Park to try out the bike, after about an hour we finally got it started, it ran erratically for about 20 minutes and stopped and wouldn't start again.

I returned it to South Bay on Feb. 19, 1973 the counter man said there was probably a wire loose in the ignition. When I picked up the bike I was presented a bill for $19.05. We took the bike home, and a couple of days later went back to Saddleback to try it out. This time we got it started after about 30 minutes but it died immediately and would not start again. On Feb. 26, I wrote a letter to the manager of South Bay Motorcycles and he didn't answer. I took the bike to another CZ dealer and he said the parts that were used were junk parts. There wasn't any way he could get it running without going through the motor, and that it would be expensive.

I don't think this is any way to run a business, and I feel that I have been had to the tune of $224.70 plus what it will cost to get the bike running. I don't know if you are interested or not but thanks for letting me get it off my chest.

THOMAS S. SMITH
Garden Grove, Calif.

The limit for claims in Small Claims Court is $300 and you don't need a lawyer. You don't have to be out that $224.70...Ed.

LAWYERS ON "NO-FAULT"

The Association of Trial Lawyers of America endorses the concept of a fair "no-fault" automobile insurance plan that protects the motorcyclist as well as the auto owner without inflicting additional cost. I'm sure you realize that millions of registered cyclists in the United States will be greatly and adversely affected if the proposed Hart-Magnuson No-Fault Bill (S.354), which may soon come up for a vote in the Senate, becomes a national law.

The cost of no-fault insurance that protects against bodily injury is high for motorcyclists. Comparatively, liability insurance is low because the motorcycle's potential for causing harm is so small. It has been estimated that motorcycle owners now paying less than $40 a year for insurance would pay between $200 and $300 for the coverage under the proposed Uniform Motor Vehicle Accident Reparations Act (UMVARA) which is similar in this respect to the proposed Hart-Magnuson Bill.

Last November, the Colorado Motorcycle Dealers Association's opposition to a proposed no-fault plan in that state was based on the same grounds. At that time, Al Hein, a representative of the CMDA, stated that, "the owners of about 120,000 motorcycles on the state's streets, highways, and mountain biking trails consider the initiative 'discriminatory,' and that it would make motorcyclists' insurance permiums prohibitively high." It was further stated that, because cyclists are particularly vulnerable to physical injury, insurance company actuaries would have to impose high premium rates on cyclists because of the historical experience reflecting high medical costs.

However, fortunately for the Colorado bike owner, the Colorado no-fault proposal which was presented for public refrendum, was defeated at the polls by a margin of 3 to 1.

Currently, motorcycle owners, like the owners of automobiles, have the option of buying insurance to protect themselves against bodily injury if they so choose, and if they can afford the extra expense involved. However, passage of the Hart-Magnuson Bill would make such coverage mandatory, and by so doing, prohibit many from owning and riding a bike if they could not afford that additional expense.

We hope you will make these points clear to your readers, and urge them to oppose passage of this bill by writing to their senators.

MARGARET MAESE
Assoc. of Trial Lawyers of America
Account Executive
New York, N.Y.

It should be noted that no-fault insurance will considerably reduce civil litigation in the courts but we feel that motorcyclists should be exempted from mandatory no-fault requirements as they are particularly discriminatory of a choice of low horsepower transportation: the motorcycle.

MOJAVE'S OFFICIAL POSITION

A column in the March 6, 1973 Cycle News on page 35 entitled "M.O.R.E." By Russ Sanford contains several statements which in our opinion are untrue and present what we feel is a false impression of the attitude of our organization and community toward off-road vehicles. The column states that since our community and nearby communities support classification of Red Rock Canyon as a state park that we are opposed to ORV use.

Nothing could be further from the truth. At no time has our organization taken any position opposing the use or ORVs, a hobby many of our residents were enjoying years before it became a national sport. Nor do we oppose the use of ORVs in Red Rock Canyon or anyplace else. Anyone with even a passing acquaintance with Red Rock Canyon should be aware that the only way to visit most of the canyon is with an ORV.

Sanford's conclusion comes from his apparent belief that classification of Red Rock Canyon as a state park will result in "prohibitng the use of (ORVs) in the total area," of Red Rock. Both statements, on the basis of information from the State Parks and Recreation Dept. are not true. Under no classification will ORVs be allowed "in the total area" of the park while either recreation area or park status will allow ORVs to use the existing roads and trails in Red Rock Canyon.

We can't speak for the ORVs attitudes of the other two cities mentioned in Sanford's column, but one of them — California City — is allowing the use of its city and desert streets April 7-8 for a motorcycle Grand Prix — an action that indicates to us they share our support of the ORV hobby.

Your publication of this clarification of our view will be appreciated to indicate to all ORV users that we welcome them and do not oppose their responsible use at Red Rock or anywhere else.

EARL STEVENS
President,
Mojave Chamber of Commerce

FOUR OWNERS' REPLY

Dear I.F.O.A.,

I was really excited about joining your club. This changed yesterday when I read in *Cycle News* that you were in support of taking away a very important right — the American right to pursue happiness in your own way. Don't get me wrong. I don't own a dirt bike, and I enjoy road riding very much, but, others find the same happiness and freedom riding dirt that we do riding street. We bikers must stick together, ALL OF US, dirt and road riders alike.

I am a four year member and this is my second year, and if you can't do any better than back-stabbing fellow bike freaks, then here's my card. The next time you say you took a poll of the membership, don't just say it, do it!

No Longer Yours,

JAMES W. GUNN
Ridgecrest, Calif.

IT'S NOT WHAT WE THINK, IT'S WHAT THEY THINK

The attached is submitted in response to your most absurd article on motorcycle as a source of pollution.

"The August 28 issue of *Spalog*, the official publication of the Environmental Protection Agency, reported a recent study showing that "ten cows burp enough gas in a year to provide for all the space heating, water heating, and cooking requirements for a small house."

"Burping cows must rank as the number-one source of air pollution in the U.S.," the article concluded, adding that American cows burp approximately fifty million tons of hydrocarbons into the atmosphere annually.

According to the article, "There presently exists no available technology for controlling these hydrocarbon emissions." *The Tennessean* (G. Stewart)"

With such unfounded scare type journalism we could do ourselves in without help from the BLM, etc. I would like to see proof that a 90cc Honda generator pollutants in excess of a 6000cc Chrysler.

BOB WEBB
Invaders M.C.

The figures quoted were those of the Environmental Protection Agency and those are the statistics they will use for making decisions...Ed.

Lunch Hour Motocross at California High School

School Days Were Never Like This!

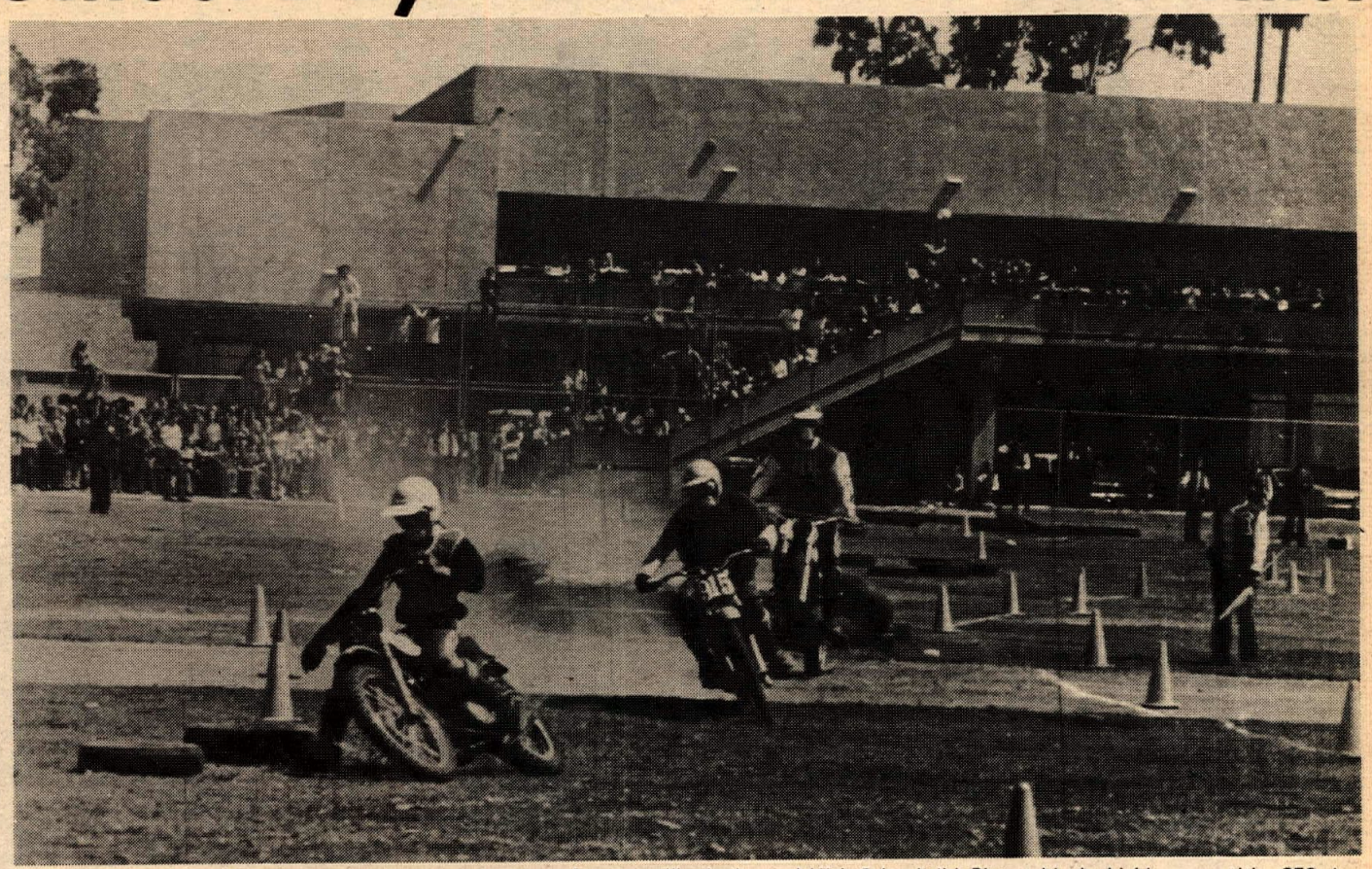
by John Huetter
Photos by Art Friedman

INGLEWOOD, CAL., Mar. 30, 1973 — Scratch any teen-age motocrosser and you'll find an exhibitionist. Along with the spirit of competition that makes any young (or old) guy pull up to the start line is that desire to impress a certain girl, or friend, or the family that he can do something not everybody can: race motorcycles.

It all happened for almost fifty Inglewood High School students today. The letterman's club, with the cooperation of Principal Hal Kelban and vice-principal Bob Hoffman, sponsored and conducted a noontime motocross on the school atletic fields in downtown Inglewood. The idea of a motocross surfaced in a school survey on student wants, and from then on, the letterman's club got advice and trophies from Bill Krause Honda, a local dealer, and trucked the dirt, railroad ties, and old tires to make a course.

Frankly, it was about as good as most local artificial tracks and longer than most, and short enough straights so that overeager riders would not put it through the baseball backstop. Announcing, organization and actual competition within each class were better than a lot of regular weekend motocrosses.

The bulk of the entrants from the student body were all hardcore MXers who showed up on trick machinery. Prepration was, well, predictable. Sportsmanship was far above the norm, though, and these guys were running for trophies in small classes. There was little course-cutting, elbowing or kicking with close attention being paid to the numerous flagmen and the starter. The checkered flag tootsie and a selection of Inglewood H.S. cheerleaders didn't hurt the atmosphere at all.



Be true to your school. It may sponsor a motocross some afternoon, like Inglewood High School did. Pictured is the highly competitive 250 class. The fans approved.

Slide outs on the grasstrack were frequent but there were zero injuries, as the ambulance grew cobwebs.

Ray Benner, who spends his non-scholastic time as a CMC Expert, won the 175 class.

Some of the lawnmower-engined minibikes watered out.

While some of the mini-cycles ran like greased eels. Whoopee.

By the time the noon buzzer rang for lunch, most of the elimination motos had been run off and the students piled out of class to watch the finals. Heats were run to get the final five-lap moto down to five or six starters; a good idea on the tight track it was hard to pass anywhere.

Those who had friends running in the motocross went wild with the kind of enthusiasm usually reserved for Homecoming football games. Those who had never seen motocross before thought it was really neat; even on the athletic field inside school grounds. The administration tried frantically to keep the students not racing separated from those who were and worried a lot about injuries. What would the parents say if Billy was hurt in a lunch hour motocross? What would the school board say?

Nothing terrible happened that we could tell, except that early moto leaders all seemed to slide out in the grassy corners. They had nice big trophies for the top three in each class and participation trophies for just about everybody. The racers got two hours out of the middle of their school day and the rest of the school got a break from the cafeteria routine.

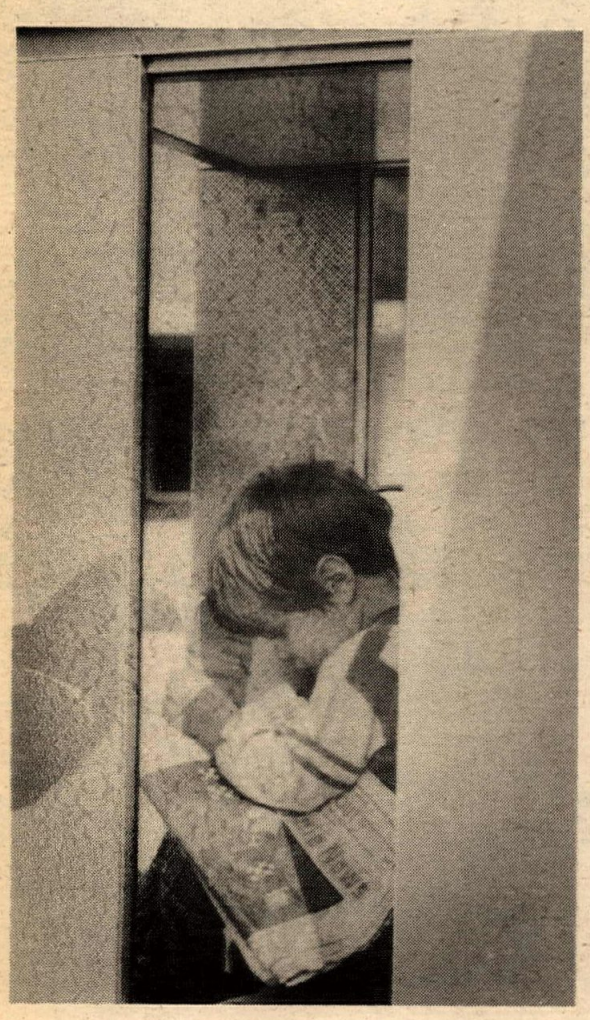
Perhaps best of all, everybody got to do their motocross thing in front of the girl in fourth period Algebra class that it is so hard to impress. Even the football lettermen manning the yellow flags looked at the little skinny guys racing motocross with new respect.

Things are getting very serious, though. We noted that all of the riders who made the main moto in the 250 class were sponsored. And this was the first high school motocross ever held. Wait 'til their cross-town rivals hear about this.

This zippy 125 Pursang ran out in front of that class until the rider laid it down in the notorious north hairpin. Despite the label, photographer was not really a dirt bike. He was a long hair, hippy freak!

OPERATOR — OPERATOR

I need Long Beach — 213/427-7433



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We have from time to time ruminated on the number of "Kawasaki" logos that Brad Lackey displays on his bike and riding togs. Oscar Jones went to the effort of counting them up and arrived at the figures of 11 "Kawasakis" and three green "K" symbols. The product ID program is at least working on the factory racing team.

* * *

Speaking of identification, we are reminded of the Yamaha ad we saw in last week's issue. It read something like "There are two name's behind the motocross championship." If you looked at the picture the first thing you might have noted was that they were likely to be "Karsmaker" and "Karsmakers". Actually, the one with the S on the end is correct. It just didn't fit on his jersey, we suppose. That may have seemed to be an embarrassing slip, but we are glad that we aren't the copy-writer who wrote the ad copy that proclaimed that his product "...fired the National champ to victory..." Ooooo.

* * *

JAWWIN': We were jawwing with John Fuchs from "Hot Dog" (that is the name of that magazine, isn't it?) the other day and he said that he had discussed the situation at Jawbone Canyon with an officer of the law up there. The friendly deputy sheriff was quite helpful, said John. It seems because of all the rain that has been falling on Southern California, the land in Jawbone is suitable for grazing which isn't the case in normally dry years. The land isn't all closed, just square miles laid out in a checkerboard pattern. The constable directed John to the Rand Mountain range as an alternative.

* * *

DIGGIN' DIRT: The Dirt Diggers North are, as you may have noticed, warming up for Hangtown this weekend. There are top name riders coming from all over. Karsmakers (with an S) will be there, and so will Marty Tripes, John Hateley, and a bunch of them kind will pursue glory and especially cash. The Rupp 125 will debut under Jim Pomeroy's little brother Ron who will be one of several top Washington and Oregon riders. There will be free camping per usual with racing flickers on Saturday night barring a thunderstorm or blizzard. The only Penton starting gate on the west coast will be on hand. This year the DDN are going to give a manufacturer's cup for each company that wins. If you dig Dirt, go!

* * *

Bob Read called us up the other day and pointed out that our National points listing may confuse some riders. Only holders of AMA licenses get National points. In other words, riders like Jarno Saarinen and Paul Smart don't get points toward the National Championship. The reason that they don't get AMA licenses is that they would be required to ask permission from the Worthington worthies to race in all foreign events. Get it?

* * *

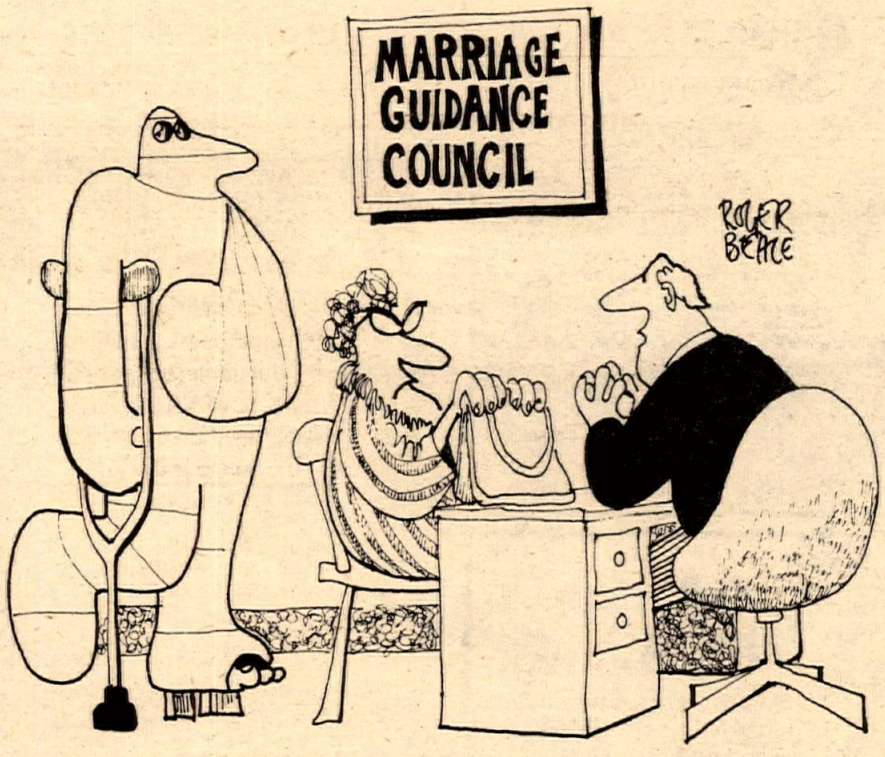
Bill Armstrong took this artsy photo at the Ft. Hood Dirt Riders' motocross. The same guys hosted the first ISDT qualifier.

the latest poop

by Papa Wealey

The 1974 Mint will pay one hundred grand.

* * *



First off, Mrs. Fribley, I think you're going to have to accept your husband's interest in bikes, and stop cutting his brake cables.

A source close to the factory informs us that they may install a 50 caliber machine gun with CDI ignition and water cooling on the Topanga Canyon tested last issue. There is some thought that this will improve the Topanga.

* * *

Why do they have a stamp machine at the top of Snow Summit?

* * *

Furthermore, what was a family enduro rider doing up there?

* * *

We bet that Paul Smart wins all those Nationals just to get even with his ex-sponsors.

* * *

I don't know which freaked me out the most, the chopped Jawa 350 with the extended forks and sissy bar but stock tank, or the chopped hardly Davidson with all the normal chrome, extensions, etc. and a road racing fairing. I do know that seeing them both within the same block shook me up.

* * *

A couple of weeks ago we passed on some misinformation which Amos Gardlin of Yamaha has been so kind as to inform us about. On the production models of the SC 500 (That includes our test bike.) the compression release is connected to the kickstarter mechanism. When you kick it opens, when you don't kick it don't open. How clever.

* * *

If you're not eating meat, is it because you're a vegetarian? Trying to be patriotic according to Nixon's definition? Boycotting high supermarket prices, or trying to put "Kern Valley" and "Valley Pride" beef (the cattleman who closed Jawbone effectively) out of business? One thing you've got is choice. But lobster season is closed.

* * *

You under-18 MXers, which seems to be about 90% of most SoCal start lines, get your bikes prepped for the California Schoolboy Championship at Carlsbad on May 26 and 27. Better yet, get your bodies in shape. Look for more info upcoming on this event.

* * *

The owners of the Red Rover Ranch out near the Antelope Valley in Southern California hosted a Trials school and introduction on their property. Interest in the gentle sport of two-wheeled concentration seemed to be significant enough to warrant a local trials club. The local press gave this school a very positive write-up. The clinic was put on by the Valley Observed Trials Enthusiasts. Plonk on!

* * *

LOOK for a report on the Triumph effort for the International Six Days' Trial in an upcoming issue. They will have both a thumper team mounted on 500 twin Trophy Trials and a Rickman-mounted team. Ken Harvey took a gold medal on the big twin in the Ft. Hood qualifier as did Dick DeGraw on the 125 Rickman. Joe Carson broke his arm. Half of the big thumpers finished the qualifier in their first outing in ISDT trim.

* * *

CIAO, COMMENDATORE. Gene Romero may switch over to TransAm competition (That's them fast four-wheelers.) driving a Ferrari. More of Team Mexican goes Italian.

* * *

If the Mexican authorities approve it, there is a very good chance that the course for the next Baja 500 will be greatly changed with mucho off-road additions and less pavement. This usually means that the bikes get more competitive with the cars. Running at night in the rough is still no fun.

* * *

Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
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EVERY SATURDAY NIGHT

Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY

MORENO VALLEY M.C. Beginners and Juniors Motocross, Gate $2.00, Entry $4.00, Sign in 7:30, Race 9:30. All classes. 33% Trophies. De Anza Cycle Park, 3 miles past Sunnymead on U.S. 60. Take Theodore offramp to Ironwood and follow signs. Information: 714/653-2633.

FIRST & THIRD SUNDAYS

Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy I-15. Take Minneola offramp. Limed. 8am sign up. 10am race. $3.25 ride. $1.50 and 75¢ watch. Primitive camping. Fishing. For info, call 714/252-2070.

EVERY SUNDAY

Motocross Seaview Cycle Park, Salton Sea, Calif. From Indio take Hwy 111 toward north shore; left on Cleveland St. All classes enter $4.00; watch $1.50. 2 ft. super gold. Free Camping. Info: 714-347-3185.

EVERY SUNDAY

Motocross racing at Arroyo Cycle Park. Gates opens 7 a.m., practice 7:30, race at 9:30. Call 714/887-2714 for information.

EVERY SUNDAY

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

EVERY SUNDAY

CRA Motocross at De Anza Cycle Park 10 Miles East of Riverside on U.S. 60 — Take Theodore Off-ramp. All classes including Minis. Sign 7, practice 8, race 9. $2 gate, $4 race. Minimum 33% trophies. CRA Information (714) 849-8481.

USMRC EVERY FRI. NIGHT

El Toro Speedway. USMRC Required ($5). Cash for Experts. Trophies for Juniors and Intermediates. Pit Gate opens at 5 P.M. Practice at 6 P.M. First Race at 7 P.M. Further Info.: (714) 621-3264, (714) 830-8050, (714) 629-0987.

NATIONWIDE CALENDAR

March 31

ISDT QUALIFYING, two day qualifying trials, Fort Hood Dirt Riders PO Drawer A, Fort Hood, Texas, 76544.

AHRA FUEL AND GAS DRAG BIKE NATIONAL, Beeline Dragway. $4,600 purse Scottsdale, Ariz.

April 1

AMA NATIONAL ROADRACE, Dallas, Texas, $25,000 purse.

RED GARTER NATIONAL ENDURO, Dirt Diggers. 125 mi Randsburg, Cal.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Sligo, Kentucky. $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Ariz. $3,000.

April 7

ISDT QUALIFYING, two day qualifying trials. Midwest Enduro Team, Potosi Stump Jumpers, 106 E. High St., Potosi, Missouri 63664.

April 8

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Washington, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. San Bernardino, Cal. $1,800.

AMA PRO HALF-MILE, San Jose Fairgrounds, San Jose, Cal. $1,200. Start: 2:15, watch $4. 295-3050.

April 15

AMA NATIONAL ENDURO, Toledo, Ohio. 100 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Bloomington, Indiana. $2,000

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Santa Maria, Cal. $1,800

April 22

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Butler, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Livermore, Cal. $1,800

April 29

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Medford, Oregon. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Canal Fulton, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lawrence, Kansas. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Whitney, Texas. $1,800

May 6

AMA NATIONAL ENDURO, Shelby, Ind. 150 miles.

AMA NATIONAL ROADRACE, Ontario, Cal. $25,000 purse.

AMA NATIONAL MOTOCROSS, Hialeah La. $5,000 purse.

AMA NATIONAL MOTOCROSS, New Orleans, La. $5,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Laurelville, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Portland, Oregon. $1,800

May 12

ISDT QUALIFYING ROUND, Motorcycle Activities Club, Box 652, McMinnville, Ore., 97128.

May 13

HALF-MILE, San Jose, Cal. $12,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Youngstown, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Puyallup, Washington. $1,800

May 19

ISDT QUALIFYING ROUND, Pacific Northwest Trails Assoc. Box 131, Weston, Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virgina. 150 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Salt Lake City, Utah. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Pocono, Pennsylvania. $1,800

AMA NATIONAL MOTOCROSS, Memphis, Tennesse. $5,000 purse.

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

AN AD OF THIS SIZE costs only $8.40 per week for 50 consecutive insertions. Rates are slightly higher on every-other-week schedules or for single insertions. Dozens of advertisers secure splendid results from this size space. Write Cycle News, P.O. Box 498, Long Beach, Ca. 90801 or call (213) 427-7433.

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Apr. 21 — Shad-Glen Track*

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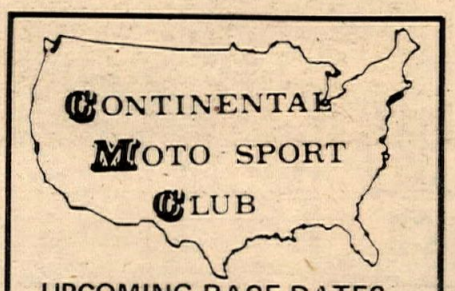

UPCOMING RACE DATES

Apr.	May
8 — Carlsbad	6 — Saddleback
15 — Saddleback	13 — Carlsbad
22 — Indian Dunes	
29 — Carlsbad	

SILENCERS MANDATORY. $5 mail, $10 post for Jr/Inters; $10 mail, $15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.

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Sun. — Apr. 8 AMA Pro Qualifier

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P.O. Box 663, El Toro, Ca. 92630

TUESDAY, APRIL 3

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 4

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, APRIL 5

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

SAN FRANCISCO MOTORCYCLE SHOW, Brooks Hall, Civic Center. Box 5945, San Francisco, Cal., 94101.

FRIDAY, APRIL 6

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

ASCOT HALF-MILE, Ascot Park, Gardena, Cal.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMDRA DRAGS, Orange County International Rcwy, Irvine, Cal.

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex Sign: 4:30, prac: 6, race: 7. 714/830-8050.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

SATURDAY, APRIL 7

SRA CALIFORNIA CITY GRAND PRIX, 90 miles of city streets and cross country on an 18 mi course. All classes. Pins and 20% trophies. 213/320-1015.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex. 40% trophies same day. young/old/pp/mini. No memb. 714/688-1291 or 213/830-7519. $5 post.

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

TECATE 500, starts in Tecate. It's an Enduro. $30 entry includes lunches, gas, insurance. 2 days to San Felipe and back. Call 444-6362 or 448-7230.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

MARATHON, Fremont Rcwy, Fremont, Cal. 2 man, 2 hour. 125: 9:30, 250: noon, Open: 2:30. Enter: 6, watch: $1. 415/327-4461.

April 7 & 8

HANGTOWN MOTOCROSS, Plymount, Cal. $6,000 purse. Sptmn: $6 mail, Pro: $15 to DDNMC, Box 338, Orangeville, Cal. 95662, by March 13. Sptmn. on Sat, Pro on Sun.

SUNDAY, APRIL 8

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

CMC PRO HILLCLIMB, Pt. of the Mountain Rcwy., I-15 btwn Draper and Lehi, Utah. PMR license. Pro (Expert) only. Terry Larson 6416 S. 1140 West, Murray, Utah 84107. 801/266-4704.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptmn. mail $5, Sr; $10 to 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922.

CMC PRO HILLCLIMB, I-15 btwn Draper and Lehi, Utah. CMC & Point of the Mountain Rcwy. licenses cash to Expert, Jr & Int get brass. Terry Larson, 6416 S. 1140 West, Murray, Utah. 801/266-4704.

D-37 HARE AND HOUND, limed from Y Cafe, Lucerne Valley. Antelope Ramblers. Start: 9, Enter: $5.50. Pins, rescue 3, 2 loops, 90 mi. trailbikes all the way.

CMC MOTOCROSS, Oasis Rcwy, Hwy 20 btwn Clearlake and Williams in Lake County. Sign: 7, prac: 8, race: 10. Watch: $2, ride: $5. Ex: $10. CMC: $7. 707/274-1167.

GRAND PRIX, Bartley, Nebraska. 4 classes, 9 mi course. Enter: $5. Sign: 11:30, race: 1:30.

AMRA MINI CYCLE RACES, Indian Dunes, classes by age and hp. $3 memb, $4 non. Sign: 8, prac: 9, race: 10. 805/259-8007 or 213/362-2515.

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

PNTA TRIAL, Bellingham, Wash. 1001 SW 102nd, Seattle, Wash. 98146. 206/762-6992.

PRO HALF-MILE, Santa Clara Fairgrounds, San Jose, Cal. $1,200 Purse. Nov/Jr/Ex.

$1000.00 CASH MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. Jr. Contingencies, 4th and final qualifier for Big Easter Race; Jr. 125-250-500 $10.00. Sr. 125-250-500 $15.00. Info: (213) 980-1143.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

FAMILY POKER RUN, Boulder Ave off ramp, Stoddard Wells area. Limed (BLM okd) Scholarship Benefit. San Berdoo fir ladies Aux. Enter: $3.50. 714/886-4024 or 889-8421.

AMA PRO QUALIFIER. Only So. Cal. qualifier. Enter through AMA, Arroyo Park, Devore, Cal.

CRA MOTOCROSS, DeAnza Park, US 60, about 10 mi E of Riverside, take Theodore ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

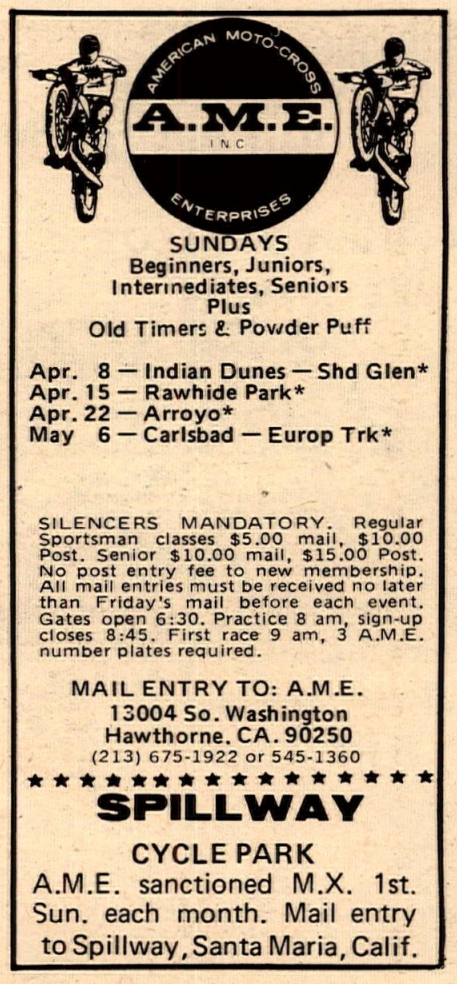
AMC MOTOCROSS, Saddleback Park, Orange, Cal. Mail $5 to Box 663, El Toro, Cal. 92630. $7 membership, $10 post. Open: 6:30, prac: 7:30, race: 9.

CRC MOTOCROSS, Rawhide Park, Elsinore, Cal. Start: 9:30. 40% trophies same day. Beg; Nov; Int; Ex; Young; Old; PP; mini. 714/688-1291 or 213/830-7519.

DRAG HILL CLIMB, DeAnza Park, 10 mi E of Riverside Fwy on Hwy 60. Take Theodore off-ramp. Sign: 7-9. Stock & modified. No chains. Gate: $2, enter: $4, watch: $1. 213/923-2980 or 714/653-7979.

PRO MOTOCROSS, AMA, Fremont, Neb. Prac: 10:30, race: 11:30. Gate: $3, race: $2. Dale Bruce, 1130 N. Park, Fremont, Neb.

D-37 TT, 395 Park, Adelanto, Cal. TT MC. Sign: 7-9:30. Gate: $2, enter: $2.25. Silencers. 714/246-6109.



SUNDAYS
Beginners, Juniors,
Intermediates, Seniors
Plus
Old Timers & Powder Puff

Apr. 8 — Indian Dunes — Shd Glen*
Apr. 15 — Rawhide Park*
Apr. 22 — Arroyo*
May 6 — Carlsbad — Europ Trk*

SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.

MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
(213) 675-1922 or 545-1360

★★★★★★★★★★★★★★★★★★★★

SPILLWAY
CYCLE PARK
A.M.E. sanctioned M.X. 1st. Sun. each month. Mail entry to Spillway, Santa Maria, Calif.

CRC
california racing club
membership not required

motocross

Trophies to 40% of entries awarded same day. Results after each moto. Gate open 7:00; Practice 8:00; first race 9:30.

SUNDAY MX

APRIL 8
RAWHIDE

April 15 — Indian Dunes
April 22 — Carlsbad
April 29 — Rawhide

EVERY SATURDAY
MOTOCROSS
AT ARROYO

NO MAIL ENTRIES FOR MOTOCROSS

desert

ROAD RUNNER ENDURO
APRIL 29
LUCERNE VALLEY
20% Trophies — Finisher Pins
Flip card system.
ABC Riders — Husband/Wife
Father/Son — 16 +35, Minis
Send $8.00 & 2 SASE
Mail Closes April 21

ATTENTION
CRC Membership Point System
The second Four Month Membership Points Program will begin soon.
Join now and compete for the top CRC competition number and a super 40-inch number one rider trophy.

grand prix

DEADMAN'S POINT
APRIL 15
100% FINISHER TROPHIES
Top 10% Receive Championship size trophies.

Mail Entry $8.00. Send two self addressed stamped envelopes to CRC, 6625 Dorinda, Riverside, CA 92503. Entries Close Apr. 7.

Post Entry $10.00
Spectators $1.50

Concessions, FREE Camping, Ambulance
SEE THE WESTERN SHOOT-OUT AT HIGH NOON

BEGINNERS - SCHOOL BOY CLASS (under 16 yrs old) - NOVICE - INTERMEDIATE - EXPERT - OLDTIMERS - MINI - POWDER PUFF

CRC (714) 688-1291 (213) 830-7519
6625 dorinda, riverside, california 92503

PLEASE TYPE OR PRINT LEGIBLY

Date _____
Type of event _____
Sanction _____
Location _____
What time _____
Entry fee _____
How to get there _____

Additional information _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.

Cycle News CALENDAR
P.O. Box 498, Long Beach, CA 90801

CLIP AND MAIL TODAY!

MOTOCROSS, 3 mi S of North Bend, Neb. on Hwy 79, turn W on gravel road and go 2 mi. Gate: $2, race: $3. AMA Prac: 10:30, race: 11:30. Platte Valley Dirt Riders, Box 725, Fremont, Neb. 68025.

MOTOCROSS, Osteen's Park, Pomona, Cal. Beg/Jr/oldster/mini. Post entry: $6. 40% trophies. 805/259-8007 or 213/362-2515.

ACA ROADRACE, Carlsbad, Cal. Open: 8, prac: 10. $8 pre to Suite 312, 106 N. Claudine, Ahaheim, Cal. 92805. $15 post.

HALF-MILE, San Jose, Cal. Santa Clara Fgrnds. Trials at noon. race: 2 pm. $1,200 purse. Adults: $4.

CMA MOTOCROSS, Seaview Park, take Hwy 111 from Indio toward North Shore, left on Cleveland. Enter: $4, watch: $1.50. Prac: 7:30, race: 9.

TUESDAY, APRIL 10

TT, Corona Raceway. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 11

SHORT TRACK & HALF-MILE, Corona Rcwy. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

GRAN PRIX, Chrome Spokes Cycle Club, Bartley, Neb. Sign: 11:30, race: 1:30. Enter: $5. Hwy 6-34 Southwest Nebraska, 270 mi E of Denver.

THURSDAY, APRIL 12

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, APRIL 13

USMRC MOTOCROSS, El Toro Spdwy, Cal. Jr/Int/Ex. Sign: 4:30, prac: 6, race: 7. 714/830-8050.

CMC NIGHT MOTOCROSS, Irwindale, Cal. Start: 8 pm.

MOTOCROSS, Corona Rcwy. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

ASCOT HALF-MILE, Ascot Park, Gardena, Cal.

EVEL KNIEVEL JUMPS, at the St. Paul, Minnesota, Civic Center.

SATURDAY, APRIL 14

MOTOCROSS, Corona Rcwy. Beginners classes. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

SCRAMBLES, Fremont Rcwy, Fremont, Cal. Open: 3:30, prac: 5, race: 6:30. D-36. Silencers and kill buttons. $2.50 ride or watch. Black plates. 415/327-4461.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 40% trophies same day. Young; Old; PP; Mini. No mem. 714/688-1291 or 213/830-7519. $5 post.

MOTOCROSS, Saddleback Park, Orange, Cal. No memb., $5 to race. 3/20 min motos. A good time. Sleep in: Open: 8, prac: 9, race: 10. Ex: $10 and 100% back.

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

April 14 & 15

URA LAME DOG ENDURO, Desert Center, Cal. (about half way btwn Indio and Blythe). About 250 miles in two days. Pins and trophies. Mail $13.50 to URA, 6600 Gerald Ave., Van Nuys, Cal. 91406. $15 post. Teams add $2 per rider. Sidehacks. Overnight near Needles. 213/787-5208 or 988-2967.

ALL ROAD TOUR, California 1,000. By HD of LA. Trophies and pins. 2531 S. Main St., LA, 90007. 213/RI9-6235.

SUNDAY, APRIL 15

SAWMILL ENDURO, Upper Lake, Cal. ORV Reg or 3 dipl. classes. PP, free gas, Start: 7:01. Enter: $7, $3 for 3 man. Send to North Bay MC, 415 Davis St., Santa Rosa, Cal. 95401. D-36.

SIERRA 100 ENDURO, 15 mi W of Coalinga and 20 mi E of Kerman City, Cal. Enter: $7 plus BLM $1. 100 [illegible] Mail to Sierra Enduro, 1720 Jennings Ave., Madera, Cal. 93637. 209/7160. changed to May 27

SCRAMBLES, Cycleland Spdwy. 14 mi S of Chico, Cal. Sign: 10, prac: 11, race: noon. 916/342-9302.

MOTOCROSS, Barstow MC, Lake Delores, Cal. Sign: 7:30, prac: 8, race: 9. Enter: $3.25. Swimming and camping. 18 mi E of Barstow, Cal. on Las Vegas Fwy, take Minneloa Rd. off ramp right to Yermo Rd left on Yermo to Coyote Lake Rd., left 90 over Fwy to Hacienda Rd.

SIDEWINDER ENDURO, Sportsman MC, N of Barstow. $7 mail, $8 post to 1501 Mariposa, Corona, Cal. CERA points. 714/735-4641.

CRA MOTOCROSS, DeAnza Park, US 60 approx. 10 mi E of Riverside, take Theodore off-ramp. Gate: $2, race: $4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn: Mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$15. Open: 6:30, prac: 8, race: 9. 213/675-1922.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

CMA MOTOCROSS, Seaview Cycle Park, Salton Sea, Cal. Hwy 111 from Indio toward North Shore, left on Cleveland . Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15 100% payback, Open: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AMA INTER AM QUALIFIER, Spillway Park, Santa Maria, Cal. $1,800 purse.

D-38 TEAM SCRAMBLES, El Cajon MC Start: 10 am. Signal Mt. limed from I-8 & Hwy 98. 714/276-7580 after 6 pm or 714/444-8236.

CROSS COUNTRY, 2 mi No of Medecine Bridge, Cut Bank, Montana. Start: 10 am. Enter: $5. 100/125/250/Open. 5/8 mi loops.

MOTOCROSS, Reach Out Rialto, 1 mi W of Riverside Ave on Highland Ave in Rialto. Open: 7, race: 9. To benefit of $5 mail or $8 post entry to Reach Out Rialto Youth Center. 714/874-0743.

ACA ROAD RACE, Riverside Rcwy, Riverside, Cal. Open: 8, prac: 10. $8 pre to Suite 312, 106 N. Claudine, Anaheim, Cal. 92805. $15 post.

TT SCRAMBLES, Lightweights MC, Elsinore, Cal. Sign: 7-9. Start: 9:30.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. $5 memb., Sptmn. $2 pre, $5 post, Ex: $10/$15 to Escape Country, Robinson Ranch, Trabuco Cnyn, Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964.

EURO SCRAMS, CVMC, limed from Indio I-10 and Blythe. Silencers. Enter: $6.25. Sign: 7, prac: 8, race: 9. PP/mini/old/Beg/Nov.

D-37 HARE AND HOUND, Victor MC, limed from Calif. City golf course. LeMans start at 10 am. Entry: $4.25 plus BLM. Pins. 213/372-4637.

D-38 DESERT TEAM SCRAMBLES, El Cajon MC, Hwy 98, cross, Mt. Signal. 80 mi. Enter: $5 (per rider). Ride as highest classification in team. Meeting: 9, start: 10 am. 444-8263 or 276-7580.

MOTOCROSS, Fernley, Nev. Sign: 7, prac: 8, race: 10. Enter: $5. AMA applied. 125/250/Open. 702/359-0663.

MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. 100% payback to Sr. plus 10% bonus to 1st overall each class. 40% trophies same day to Beg, Jr, PP and Minicycles. Enter 12-4 Sat. Sun. 7-8:30. Mini $5. Beg. Jr. PP $7. Seniors $10. Info: 213/980-1143 or 805/529-9546.

POKER RUN, Soledad Sands Park. All sizes. 75 mi. Start: 9. $5 mail to ACE, 23560 Lyons Ave., Suite 201, Newhall, Cal. 91321. Games, trophies and brew. 805/259-8007 or 213/360-0827.

CRC GRAN PRIX, Deadmans Point. 100% trophies to finishers. Beg; Nov; Int; Ex; young; Old; Mini; PP. Camping. Mail $8 & 2 SASE to CRC 6625 Dorinda, Riverside, Cal. 92503. Post: $10. 714/688-1291 or 213/830-7519.

MARATHON, Fremont Rcwy, Fremont, Cal. 2 man, 2 hour. 125: 9:30, 250: noon, Open: 2:30. Enter: 6, watch: $1. 415/327-4461.

MOTOCROSS, Descutes Park, Hwy 97, 7 mi N of Bend, Ore. High Point series. Enter: Ex: $5, Sptmn: $4. Watch: $1.50. Prac: 9:30, race: 11. 389-1966.

D-31 MOTOCROSS, Arizona Desert Rcwys., 35 mi W of Phoenix on Hwy 80, S on Airport Rd. Sign: 7, prac: 8, race: 10. Enter: $6, watch: $2. Nov; Am; Ex; PP; Minis. 100; 125; 250; Open; Hacks and oldsters.

PRO TT, CMRE, South Bay Spdwy, take I-5 to Main St. Chula Vista, go E 8 mi. Start 7 pm. Enter: $4. Purse: $500. Am: 125/250, Pro: 360/Open. Sign: 3:30, prac: 5:30, gate closes at 6. Pits: $3. (2 pitmen).

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. Beg/Nov/Int/Sr 40% trophies same day. Young/Old/PP6Mini. No memb. 714/688-1291 or 213/830-7519.

MOTOCROSS, McGill Park, Rancho Cordova, Cal. Penton Series. Write: 13300 White Rock Rd., Rancho Cordova, Cal. 95670. 916/351-0271.

SCRAMBLES, Cycleland Spdwy, 10 mi S of Chico, Cal. Sign: 8-9, prac: 9, race: 11. 916/342-9302.

MOTOCROSS, Norfolk, Nebraska. From Hoskins go 1 mi E and ½ mi S. Prac: 11, race: 1:30. Gate: $1.50, enter: $1.50. 125/250/Open.

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Beg/Jr. CMC license. Mail $6, post $8. 916/351-0271.

AMC MOTOCROSS, Carlsbad, Cal. (part of the win a trip series). $5 mail to AMC, Box 663, El Toro, Cal. 92630. Post: $10. AMC membership.

CMC MOTOCROSS, Oasis Rcwy, Hwy 20, between Williams and Clearlake in Lake County. Sign: 7. prac: 8, race: 10. $2 watch, $5 for Nov/Am & $10 Expert. $7 memb. Subscription to throwaway sheet with each membership. 2/30 min motos. 707/274-1167.

TUESDAY, APRIL 17

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 18

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

SPEEDWAY, Kern County Frgrnds., Bakersfield, Cal. Start 8 pm. Pray that it doesn't rain.

THURSDAY, APRIL 19

INTERNATIONAL CUSTOM CAR & BIKE SHOW, LA Sports Arena. Runs through the 22nd.

FRIDAY, APRIL 20

AMA PRO TT, 13500 SE Lawnfield Rd., Clackamas, Ore., 97015. Sign: 6:30, race: 8. $1,500 purse. OSMC. 659-1022.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Start: 8:30 p.m.

April 21 & 22

EUROPEAN SCRAMBLES, Sand Sailors MC, 145 E. & Ave. J, limed. Sign: 8, race: 10. 30% trophies and finisher pins. 805/948-4908.

SATURDAY, APRIL 21

INDOOR SHORT TRACK, State Fairgrnds., Salt Lake City, Utah. Prac: 4, qual: 5, race: 7. CMC, class C and mufflers. Trophies and cash.

GOLDRUSH ENDURO, rescheduled many times and its going to happen on Sat. Confirm until midnight 714/979-8429 or 213/328-5214.

HARE SCRAMBLES, D-37. Stoddard Valley, limed about 12 mi N of Victorville on I-15. 2/42 mi loops. Tr. Nov. 1 loop. Rescue 3, pins, Desert Barons.

BENEFIT MOTOCROSS, AMA, Argyle Park, Campbell Ranch, Dixon, Cal. Sign: 7, race: 10. Enter: $6 (incld. $100 deductible). Watch: $2. No minis. 707/255-1280.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

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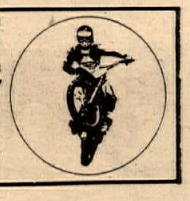
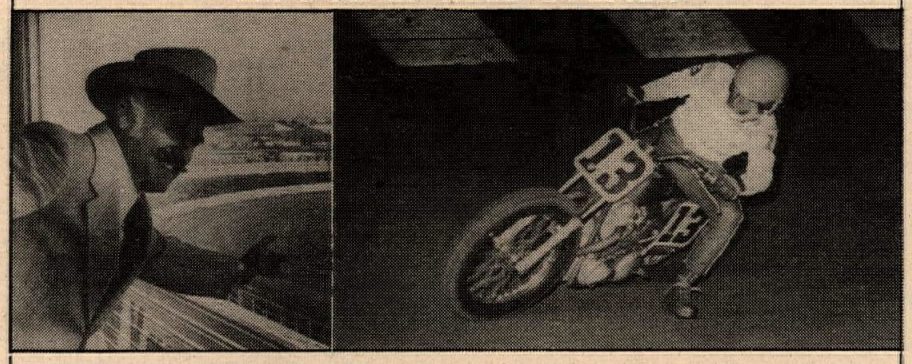
APRIL 8
Beginners, Novices & Old Timers. Special Class: 30 to 40 years old.
40 %
TROPHIES
★★ Same Day ★★
To: P.O. Box 174
Newhall, Calif. 91321
For Info. Phone: (805) 259-8007
(213) 362-2515

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS


CRC california racing club
CRC GRAND PRIX
MAY 5 & 6
CARLSBAD RACEWAY
(AMA Dist 37 Sanctioned)
Each Class races 2 hours. 2 miles MX, 1 mile Smooth, 2 miles Cross Country, 1 mile Road Race. Mail entry opens Apr 14, Closes Apr 25.
Start position determined by postmark.
714-688-1281
CRC (714) 688-1291 (213) 830-7519
6625 Dorinda, Riverside, California 92503

J.C. AGAJANIAN'S
Ascot
BEGINNING OF EVERY FRIDAY NIGHT HALF-MILE SEASON
Aggie's First Anniversary At ASCOT
1973 HALF-MILE OPENER

'Home of the National Numbers'
FRIDAY APRIL 6
FIRST RACE 8:30 P.M.
Info.: (213) 321-1610
(213) 323-9710
18300 South Vermont, Gardena, California.
Pit gate opens: 5:30 P.M.
Spectator Gate: 6:00 P.M.
Practice: 6:30 P.M.
Time Trials: 7:00 P.M.
Live Rock Music by CORROBOREE after the Races for Dancing or Listening.
T.T. Races April 21 – May 12 – May 28

CRC california racing club
membership not required
CALIFORNIA SCHOOL-BOY MOTOCROSS CHAMPIONSHIP
MAY 26 & 27
CARLSBAD RACEWAY
Sportsman Riders only — NO Professionals
Motorcycles (age 17 & under): 100cc 125cc 250cc
Mini Cycles (age 14 & under): 80cc
Racers Qualify on Sat. — Finals on Sun.
$12.00 mail $20.00 post
LIMITED CLASS SIZE
CRC (714) 688-1291 (213) 830-7519
6625 Dorinda, Riverside, California 92503

MARATHON, Fremont Rcwy, Fremont, Cal. 2 man, 2 hour. 125: 9:30, 250: noon, Open: 2:30. Enter: 6, watch: $1. 415/327-4461.

AME MOTOCROSS, Indian Dunes, Magic Mountain, Ca. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn. mail $5, Srs: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTORCYCLE EASTER EGG HUNT, Escape Country, Trabuco Cnyn., Ca. Open: 7, start: 9. Food and a good time. 714/586-7964.

ASCOT TT, Gardena, Cal. Starts 8 pm.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

SUNDAY, APRIL 22

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg/Nov/PP/Mini. Sign: 7, race: 9. $6 post. 921-5466.

GOLDRUSH ENDURO, rescheduled many times and its finally going to happen on Saturday. Contact: Earl Wilson. 1547 W. 219th St., Torrance, Cal. (714) 979-8429

CMC MOTOCROSS, Indian Dune, Cal. Sptmn: mail $5. Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15 with 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

CRC MOTOCROSS, Carlsbad Rcwy, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

AME MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Jr; Int; Srs; mini; oldsters; PP. Sptsmn: Mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTOCROSS, right off Lamoille Hwy, 1 mi S of Elko, Nevada. Start: noon. Enter: $4. Knights MC. First of 2 race series. 702/738-7733 or 6293.

HARE SCRAMBLES, Carson City, Nev., off 395 at Snider Ave. D-36. Mail $5 to SJMC, 2661 Toreno Way, Rancho Cordova, Cal. 95670. Post: $7. Start: 11. 916/363-6784.

TUESDAY, APRIL 24

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 25

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRIDAY, APRIL 27

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Start: 8:30 pm.

SATURDAY, APRIL 28

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

KEEP AMERICA BEAUTIFUL DAY, AMA supported clean up day.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

SUNDAY, APRIL 29

D-35 MOTOCROSS, Lake Madera, take Cleveland exit from 99. Minis: $3, bikes: $5. 209/674-4042.

MINI CYCLE GRAND PRIX, Indian Dunes. 2 mi course. 30 mins. 0-60 stock/mod. 0-80 stock/mod. 0-115 Open. PP and school boy. 100cc to 14. $6 mail, $10 post to Box 174, Newhall, Cal. 91321. 805/259-8007 or 213/362-2515.

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Beg/Jr. CMC license. Mail $6, post: $8. 916/351-0271.

PRO TT, CMRE, South Bay Spdwy, take I-5 to Main St. Chula Vista, go E 8 mi. Start 7 pm. Enter: $4. Purse: $500. Am: 125/250, Pro: 360/Open. Sign: 3:30, prac: 5:30, gate closes at 6. Pits: $3. (2 pitmen).

CMC MOTOCROSS, Carlsbad, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

CRC ENDURO, Lucerne Valley. 20% trophies and pins. Flip card. A, B & C. Husband/Wife, father/son. young/old. Send: $8 and 2 SASE to CRC, 6625 Dorinda, Riverside, Cal. 92503. 914/628-1291.

CRC MOTOCROSS, Rawhide Park, Elsinore, Cal. 40% trophies same day. Beg; Nov; Int; Ex; young; old; PP; Mini. No memb. 714/688-1291 or 213/830-7519.

OBSERVED TRIALS, ATA, Escape Country, Trabuco Cnyn., Cal. Sign: 8, race: 9:45. Memb: $4. First round of Cal State Champs. Camping. 213/848-7380.

SWAP MEET, Rose Bowl, Pasadena, Cal. Start: 9am, ract til 3. Enter: $5.

AMRA MINIS, Indian Dunes, Valencia, Cal.

BRA MOTOCROSS, Indian Dunes, Cal. 50% trophies same day. Beg/Jr/Srs, $7 post only. Mini/oldsters/PP. Int. track. 259-8000.

JACKRABBIT 100, 15 mi South Mountain Home, Idaho. Start: 12. 100 mi. 33% trophies and $2,500 purse. 208/587-3319 or 7555. Free beer.

D-37 HARE & HOUND, Four Corners, N on 395, Cal. Start: 9, enter: $5.50, trail Nov: $4.50. 2/40 mi loops. 100 dollar deductible. Simi Valley MC. 213/892-0678 or 885-1370.

ROAD RACE, Raineer Beer Series. AMA Amateur. $100 deductible ins. 125/250/500/Open GP. 250/500/Open Production, Novice. Sidecars. 2 heats. $11 mail to OMRRA, Box 13454, Portland, Ore. 97213. Post: $15. 503/282-4215.

OFF ROAD VEHICLE RALLY, Elko, Nevada. Right off Lamoille Hwy, 1 mi S of Elko. 4 wheels, promo for Knights MC. 702/738-7733 or 702/738-6293.

AME MOTOCROSS, North vs. South race. Spillway Park, Santa Maria, Cal. Sign: 7, prac: 8, race: 9.

TUES., MAY 1

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WED., MAY 2,

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 4,

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,500. AMA Open: 6:30 p.m., race: 8 p.m. 659-1022.

SAT., MAY 5,

D-37 GRAN PRIX, CRC, Carlsbad, Cal. 2 hours. Entries open April 14 and close April 25. Position by postmark. 714/688-1291.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100/200/250/500/Open. Sign and prac. by 6:45, race: 7 p.m. 659-1022.

SUN., MAY 6,

D-37 GRAN PRIX, CRC, Carlsbad, Cal. 2 hours. Entries open April 14 and close April 25. Position by postmark. 714/688-1291.

AME MOTOCROSS, Carlsbad Rcwy, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: mail $5, post $10, Srs: $10/$15 to 13004 S. Washington, Hawhtorne, Cal. 90250. 213/675-1922.

AME MOTOCROSS, Spillway Park, Santa Maria, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptsmn: $5 mail, $10 post. Srs: $10/$15 to 13004 S. Washington, Hawthorne, Cal. 90250.

SWEEPSTAKES ENDURO, marked from Antelope Valley Fwy and Angeles Forest Hwy ramp. Starts near intersection of Mt. Emma Rd and Angeles Forest Hwy. 100 mi. Street legal, USF arrestor. Start: 7 am. Mail $6.25 (plus 1 for team person) and 2 SASE & D-37 card to Shamrocks MC, 11003 McVine, Sunland, Cal. 91040. Close April 23, drawing April 25 at Sunland Park. Rescue 3.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15 100% payback, Open: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, Descutes Park, Hwy 97, 7 mi N of Bend, Ore. High Point series. Enter: Ex: $5, Sptmn: $4. Watch: $1.50. Prac: 9:30, race: 11. 389-1966.

D-31 MOTOCROSS, Arizona Desert Rcwys., 35 mi W of Phoenix on Hwy 80, S on Airport Rd. Sign: 7, prac: 8, race: 10. Enter: $6, watch: $2. Nov; Am; Ex; PP; Minis. 100; 125; 250; Open; Hacks and oldsters.

CMC MOTOCROSS, Redwood Acres, Eureka, Cal. Sign: 8:30. Enter: $5. Off Hwy 101 to Redwood Acres Fairgrounds.

D-36 GEORGETOWN ENDURO, Richmond Ramblers, Georgetown, Cal. Mail $7 to 2633 Harold St., Oakland, Cal. 94602. Entries close April 25. Max: 750. Start: 7:01. 415/235-7322 or 235-6505.

TUES., MAY 8,

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WED., MAY 9,

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 11,

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,500. AMA Open: 6:30 p.m., race: 8 p.m. 659-1022.

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

SAT., MAY 12.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100/200/250/500/Open. Sign and prac. by 6:45, race: 7 p.m. 659-1022.

INDOOR SHORT TRACK, 1 1/8 mi, State Fairgrounds Col., Salt Lake City, Utah. Prac: 4pm, qual: 5:30, race: 7. CMC, class C, mufflers. Novice trophies, Expert cash. 100; 125; 200; 250; Open.

SUN., MAY 13,

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Juniors. CMC. 125/250/Open Mail $5, post: $8. 916/351-0271.

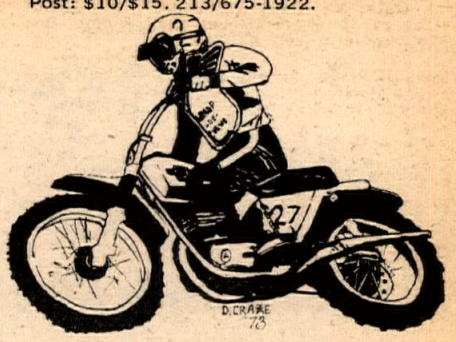
AME MOTOCROSS, Indian Dune, Cal. Beg; Jr; Int; Srs; Mini; oldsters; PP. Sptmn: mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922. Post: $10/$15. Open: 6:30, prac: 8, race: 9.

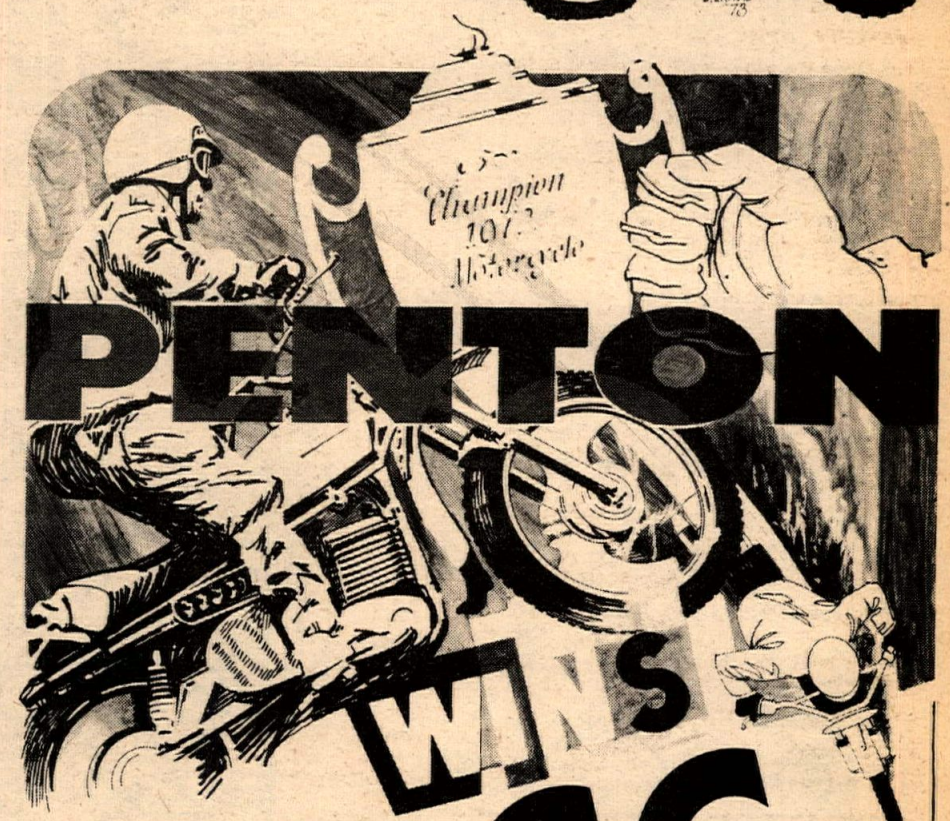
CERA ENDURO II, limed from I-15 and Harvard Rd. N of Barstow, Cal. 90 mi for the average rider. 125/250/Open, A, B, & C. 2 loops. Send $8 ($7 for memb) to CERA, Box 2102, Cypress, Cal. 90630. Drawing on May 3 at 9pm at Family Hoffbrau, 6161 Lincoln Ave., Buena Park, Cal. 714/527-4927.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

CMC MOTOCROSS, Carlsbad, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.





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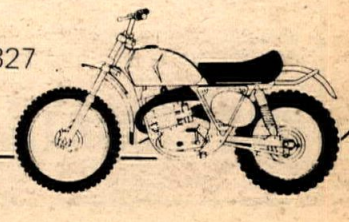

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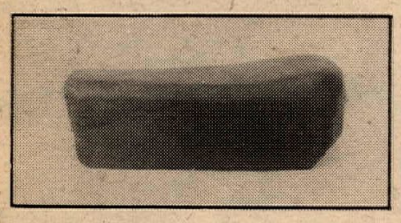

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A Visit to Governor Reagan and the Men in Sac'to

Photo by passerby

"We're off to see the gov'nor
The Republican gov'nor of Cal..."
–(sing to theme of "Wizard of Oz")

by John D. Ulrich

The closest thing California has to a yellow brick road is a rain grooved freeway, but that didn't diminish my feelings of excitement as I headed for Sacramento. Even as I pulled out of my driveway on my overburdened Honda "Mobile Interview Center", the worst part of my trip to the Capitol was behind me. To me, the long road to meet with the Governor of California will never just be Interstate 5. My journey of destiny was already four and one-half months old, an uncertain path through a jungle of procedure. Every high public official is a knight protected by an armor of staff personnel, and Ronald Reagan is no exception. With a staff of one hundred people, it is no wonder that it took a long time for me to get in touch with the right people. For all the lower echelons of staff people knew, I was a loose nut fallen off a speeding radical machine.

GETTING THERE IS HALF THE FUN.

My own personal efforts were not working, so in January, 1973 I asked Assemblyman Joe A. Gonsalves for help. One of my more respected friends, Joe promised to do something. Just for good measure, I also contacted Assemblyman John Briggs, a patron of the store I work nights at, and State Senator George Duekmejian, a strong no-fault insurance foe from Long Beach, whom I had met when he spoke at my old high school in 1971.

A month went by, and suddenly all hell broke loose. I received word I had been granted an interview with Jess Unruh, long a major Democratic party leader in California. Two days later I was given an appointment with Senator Alan Cranston; that meeting was to be before I meet with Unruh the next week. When I returned home March 10 after talking with Cranston, news was waiting for me from Joe. He had arranged for me to see the Governor! UNBELIEVABLE! Cranston March 10, Unruh March 12, Reagan March 10! In ten days three hot shot appointments! Unruh had been beaten by Reagan in the last race for governor, and at the time it was thought that Reagan would oppose Cranston for his Senatorial seat in 1974. My mind was blown.

March 19 I went to school as usual, went to work as usual, and rode up to Sacramento from La Mirada (suburb of Los Angeles) that night. It was a miserable, cold trip in driving rain...500 miles of torment. I held at 80 MPH, telling myself that by the next night I would be famous and rich. (Fat chance working in the motorcycle industry!)

By eleven o'clock March 20 I knew it was worth it. There I was, in the outer offices of the Governor's office complex, tape recorder and camera in hand, waiting. One thing was certain; it may be difficult to get into those offices as anything other than a tourist, but if you do, the treatment is all first class! Engineer boots may not be the hot set up in capitol corridors, but in the Governor's office nobody minds.

ON THE WAY

Due to the Governor's heavy schedule, I first met with Don Livingston, one of the Governor's top men, for a background session. Mr. Livingston spoke for the Governor, relating to me his position on various subjects of concern to motorcyclists.

My first question dealt with consumer protection in the area of motor vehicle sales, parts sales, and service. In other interviews, Senator Alan Cranston and Congressman Chet Holifield had told me that they supported very strong consumer protection legislation in this area. Congressman Barry Goldwater, Jr., had told me that the consumer's best protection was himself, and opposed the type of legislation Cranston and Holifield supported. Senator John Tower of Texas had said much the same thing as Goldwater. The big question was, how did Ronald Reagan feel about this problem area?

"The Governor's philosophy", related Livingston, "is that government should be set up to protect us from each other, but not protect us from ourselves. In other words, we should have government regulatory agencies which are established to protect us from the shady operator, the person who would act illegally or take advantage of us. That is a proper function of government. But that same government agency should not be in the position of leading us by the hand totally, in the marketplace. There is a balance that you have to consider. In California we have probably the most significant consumer protection laws of any state in the nation. In the motorcycle area, for example, the auto repair legislation is related also to motorcycle repairs. Now, as of July 1st of last year, we have this new state agency, the first of its kind in the nation, which regulates the repair of all kinds of motor vehicles, including motorcycles. We felt there was a need for that, because there was a great deal of fradulent practice going on in the repair industry. The Governor supported that program and signed it into law.

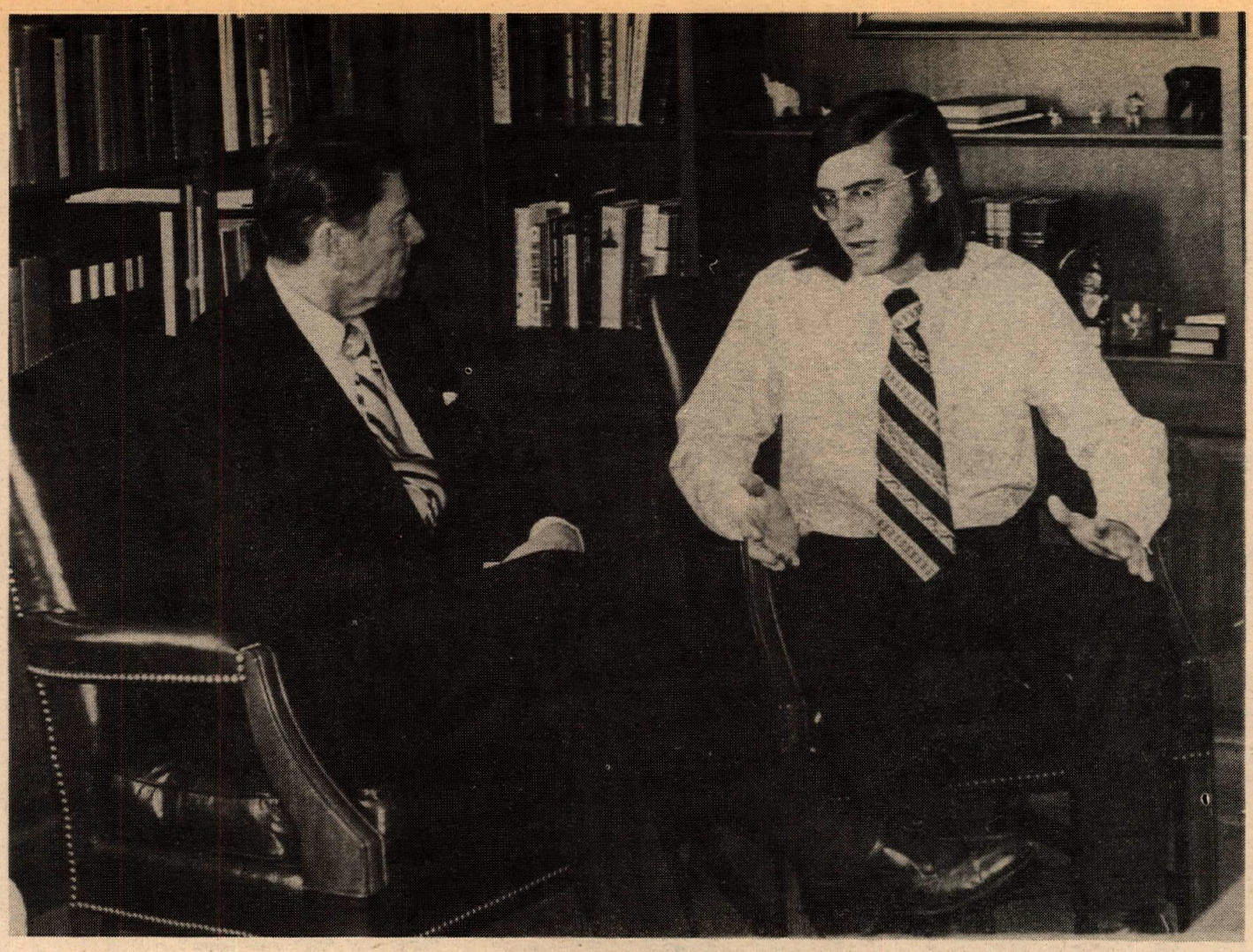
"I was director of the Department of Consumer Affairs up until June of last year, and was responsible for getting that bill to the Governor's desk. That agency is proving to be an excellent agency. We're very proud of it. In fact while you're in town, you might like to go out and visit the head offices. They're right here in town, and you might want to talk with the chief of that Bureau. He's a lot more detailed in the kinds of things you're interested in" continued Livingston.

I was amazed. The next thing I knew, I had an appointment with Robert Alexander, chief of the Bureau of Automotive repairs, for that afternoon. The Governor's office was turning out to be a very friendly place ineed.

THE "GUEST STATUTE"

The next topic was the recent California Supreme Court decision repealing the "guest statute" in that state's insurance codes. Formerly, if a passenger in or on a motor vehicle as a guest of his own free will was injured in an accident, he could not sue the operator of that vehicle for damages resulting from the accident. The Supreme Court decision ended that. "The Governor has not really expressed himself on the decision except in response to questions asking what the affect of that would be. I think that everybody agrees that the effect of the decision to eliminate the guest statute is to raise insurance rates. In other words, before, if your passenger rode with you, and was in effect your guest in the car or on the motorcycle, they didn't have the right under the law to sue you. Now with the Supreme Court decision, they can. You could get into an adversary proceding with a friend if they are injured in your automobile or motorcycle accident. That's obviously going to increase insurance costs".

Speaking of insurance costs, I asked, what about the Governor's stand on No-Fault Insurance, specifically the plan sponsored by Jack Fenton, which had just passed the Assembly days earlier? Mr. Fenton had told me that because of



The author discusses ORV use with the Governor. Photo by Don Livingston.

The Governor Rides Off-Road, on a Horse

risk factor differences, the inclusion of motorcycles in No-Fault Insurance would probably result in increased insurance rates for motorcyclists. For that very reason, he specifically excluded motorcycles from his plan. "The Governor supports the bill in its current form", Livingston answered.

WHAT ABOUT DIRT BIKES?

The discussion moved on to off-road vehicle use in California. "The Governor has signed legislation to regulate off-road vehicle use in the Department of Motor Vehicles particularly. What we are trying to do by that is to set aside certain areas for that kind of use rather than have off-road vehicle use everywhere. There are certain areas where the off-road vehicle use has definitely damaged the environment and the ecology. The intention of the regulations in California is to control that use, not to put it out of business, as some want to. Some people wanted to say we shouldn't have off-road vehicles in California. The Governor did not agree with that. He agreed to legislation that would regulate the use of off-road vehicles under certain circumstances."

Livingston continued, "The whole idea is to use the fees that are collected from off-road vehicles is to develop these sites. In effect you go on the user fee concept. When the off-road people pay a license, the money that's derived from that license ought to go to develop additional off-road places for them. You shouldn't build highways with the off-road vehicle fees."

This brought up the great Green Stickie question. Just what had the money collected so far from that program been used for? Livingston did not know off hand, but offered to arrange for me to find out. The next thing I knew I had an appointment with John Lind, Manager of the Off-Highway Vehicle Section of the Department of Motor Vehicles. The meeting would be after lunch, and it was obvious that my trip to Sacto was turning out to be very heavy stuff indeed!

WHERE IS OUR LAND?

When asked about the often heard complaint of ORV people that "We paid, now where is the land?", Livingston did have a comment. "Frankly, the program is so new, it is a little difficult to make that charge. I don't think they can reasonably expect within six months to all of a sudden see physical evidence of a brand new facility. The Governor's thinking in signing the bill was to have some kind of state regulation of the use of off-road vehicles and to use those fees to pay for that regulatory program and also to provide additional places for the use of those vehicles." He went on to tell me that the Governor used an off-road vehicle himself, namely a horse.

THE MAN

The Governor's strong feelings about misuse of ORV in areas traditionally used for horse riding was reflected in his comments to me when I met him a few minutes later. His feelings that horses and ORV do not mix echoed the opinions Cranston, Goldwater, Unruh, and Holifield had expressed to me in earlier interviews; there has to be a place for everything, but incompatible simultaneous uses of the open land must be avoided to ensure the happiness of all parties involved.

The major theme of my ORV discussions in the Governor's office was that although ORV use must be regulated, if the ORV people are going to be taxed as such, then the funds must be used to acquire new areas for ORV use.

The first thing Ronald Reagan said to me after introductions was "We have to find a way to get all the off-road vehicles registered. So far only about 60,000 out of the million in the state have registered". I explained to the Governor the impatience of the off-road vehicle enthusiasts, who paid yet saw no land, thus resenting the whole thing.

"Well, the program is still brand new. It's a little early for that (criticism)," replied California's number one man.

The Governor is a very friendly man, and appeared quite interested and sincere. We discussed the Bureau of Automotive Repairs, and I told him of my experiences with that agency during the summer of 1972. A small machine shop had botched a job on my Honda's cylinder head and just made it worse after a second try. I contacted the Bureau on its toll-free complaint line and was advised of what I could do. Following the advice I received, I sued the shop and won. I told the Governor that I thought it was "a great agency", and he replied, as had Mr. Livingston, "We're very proud of that program."

The conversation drifted around as pictures were taken, but as I was leaving, the Governor's concern with the ORV registration situation once again became evident. "If you get any ideas on how we can get the rest of these people to register their machines, let us know."

Hot dog! The honorable Governor of California asking me for suggestions!

We shook hands again and I left. I felt good; I had just had a chance to speak with Ronald Reagan about motorcycling in the sunshine state, and I had left my leather jacket at my motel. It never hurts to get exposure as a decent law abiding voter who just likes motorcycles because they're fun. The meeting and the events leading up to it had taught me more than my political science class at CSUF, and I was sure it had not done any harm to the image of motorcyclists in California.

(Next week our hero continues his Sacramento Adventures. He encounteres the Czar of Green Stickies and the Man who looks out for you. He learns that motorcycles have "dirty little engines", and he is finally rescued from the frozen grapevine by a giant guide dog befor he learns the most important meetings are not always those you seek. Huh, WPW?)

MAMMOTH is a' comin June 23 & 24

LOOK TO MOTORCYCLING'S FUTURE

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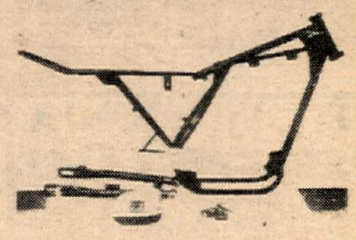

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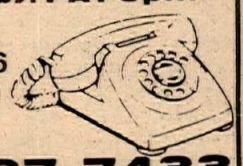

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Motocross With Pedals

by Art Friedman
Photos by Wendy Blanton, John Stein, and Friedman

I don't know where the roots of my interest in motorcycles lie. I never did anything as a kid that I compared to biking. But that is all changing. Every kid with a "sting ray" imitates Brad Lackey. Back yard motocross courses are everywhere in Southern California and even appeared in the title credits to "On Any Sunday."

But just north of Malibu in Sycamore Park they have gone one better. Every Friday night at seven P.M. they run fully organized motocrosses for bicycles. There is nothing mickey mouse about it, either. The course is carefully laid out, there are "grandstands" for spectators (some of which are motorcycle racers) and all the trimmings that accompany sanctioned motorcycle racing: trophies, an announcer (who uses a megaphone), several classes including sidehacks, cash payback, restarts when something goes amiss on the first lap, a pit area where the machinery is torn apart and worked on between motos, banners reading "Cycle World" and "AC Spark plugs" that line the course, and lighting that would have put Lions to shame.

It does differ from motor-cross in some ways. The pedal pushers don't use as long a course. It is very tight with one jump and a drop-away. A 250 motocrosser would be at a disadvantage here. The fairly smooth course incorporates three hairpins and requires a low gear ratio and a torquey power plant. The longest straight begins from a hairpin and goes up hill for almost 40 yards before arriving at another hairpin.

You don't ride bike-o-cross like you were on a motorcycle. A different technique is required because the fastest way through a turn isn't always the fastest way to the next corner if it involves taking your feet off the pedals. The faster riders use a feet-up style, at least as they exit the corners since that allows them to "keep the gas on".

The racing was almost always close. The three lap motos never allowed the pack to spread out too much. Because of the silence of bicycles (something the experienced race-goers amoungst the CN crew could really get behind) the crashes were more dramatic in a way. You never really hear the thump of bodies over the roar of engines. Here you heard that thump and you realized how hard they are coming down. No one ever got hurt, but I couldn't help but wonder what will happen to the whole thing if some one does. The 25 cent entry fee couldn't cover insurance.

The sidehacks were unique. There were only two, but the outcome always seemed in doubt. On the up hill and out of corners the monkey would jump off and push. There were crashes in this class, too. The hacks were very sano and added a nice dimension to the whole thing.

One thing that existed that I have found lacking in more familiar forms of two-wheeled competition was spectator approval and encouragement. Racing is a lot more worthwhile when you feel that someone cares.

I went expecting to be bored. I wasn't. I like everything about it. I expected a parody of motorized motocross and found something that was maybe better. It was well organized but sort of low-key because of a sportsman-like attitude of everyone. Even the setting was neat. A little creek runs right by the course and the frogs are the loudest thing out there.

RESULTS

BICYCLE MOTOCROSS
Sycamore Park
Malibu, Calif.
Mar. 31, 1973

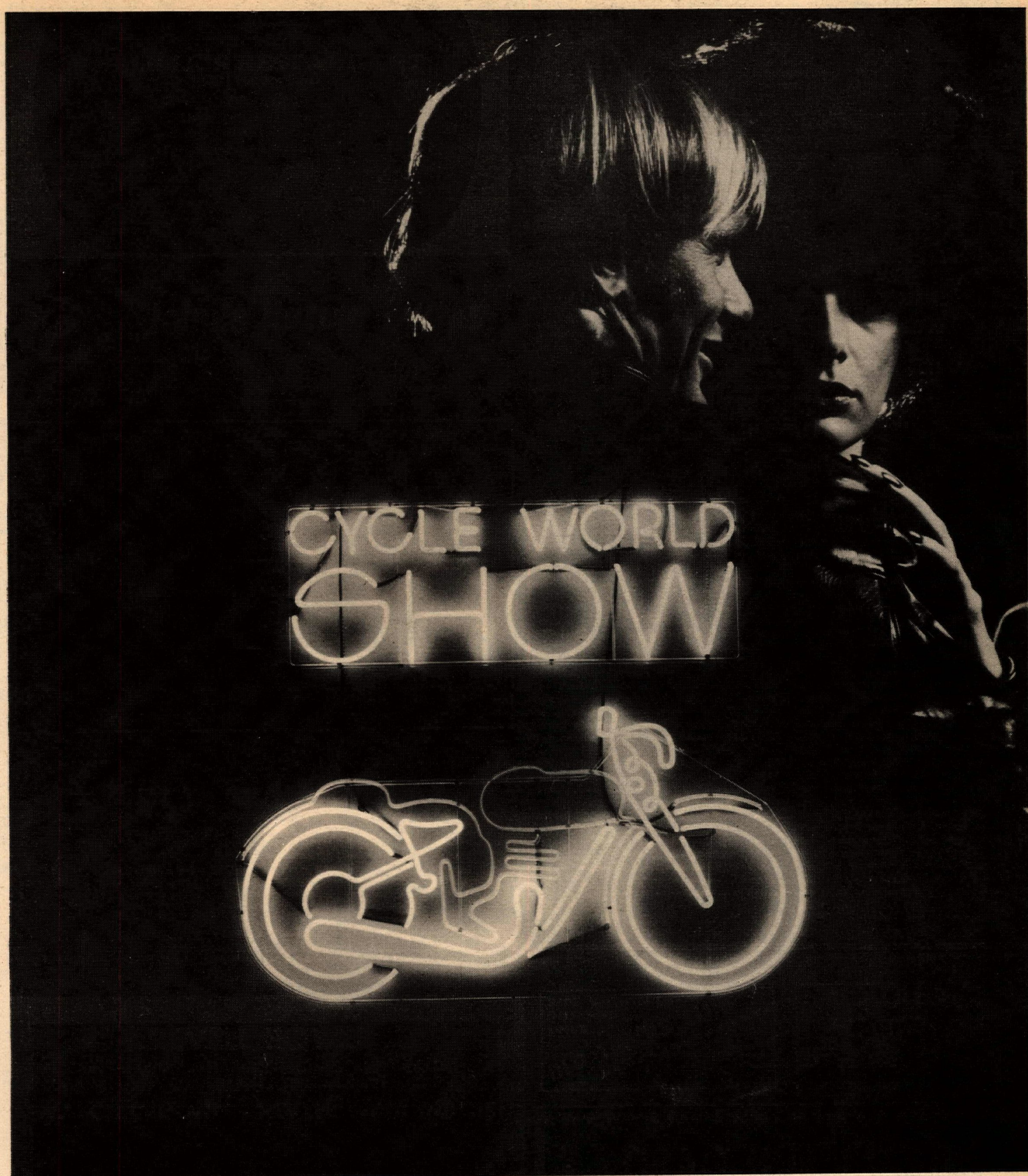
BEGINNER
Ian Manee
Bill Hernandez *
David Hanley *
Brenda Lee

NOVICE
James Echternach
Mike Ennis
Tom Hanley *
Albert Thorne *

AMATEUR
Thom Lund
Mike Nixon

EXPERT
Jed St. Henri
Don Dryer
Pat Nixon

SIDEHACK
David Sobodds & Manuel George
Tom Finvers & Thom Lund
* Tie

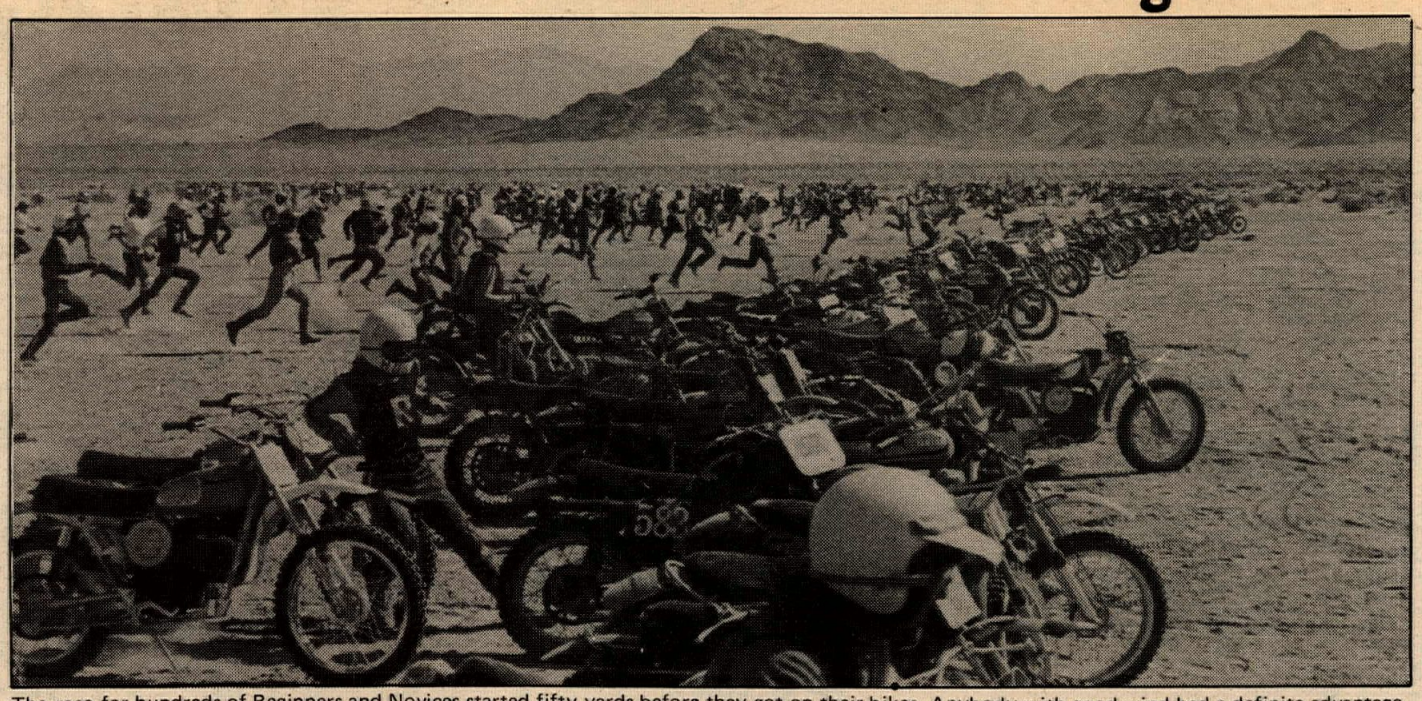


To keep things fresh on our tenth anniversary, we are going to be just a little bit different.

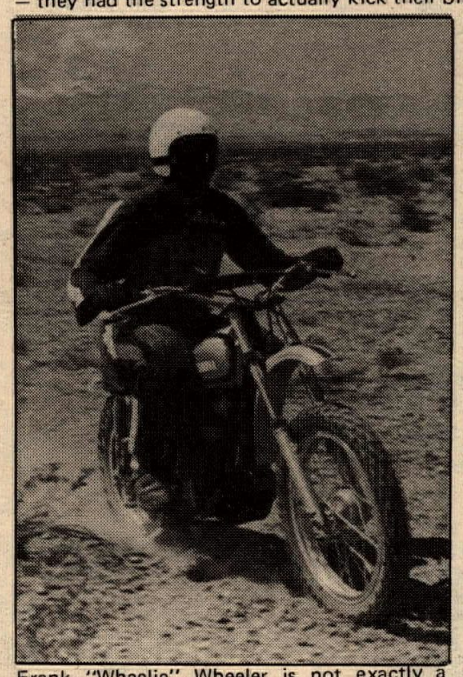
You've come to know the Cycle World Show as the Big One. A giant gathering-place for motorcycles from all walks of life. For our Tenth Anniversary show, we're changing our emphasis. It's still a custom bike show, but this time we're showing none but the best. And we are giving a boost to the off-road, competition, production street and classic bike enthusiasts. You will see 170-mph road racers, drag bikes, side cars, newer-than-new old bikes, track bikes, motocrossers, endurance bikes, cafe racers, new 1973 models and trials bikes (some of the them will be moving). And if you want to go downstairs and see the world of kinky cars, we don't mind at all. There's no extra charge.

Make your date now! April 19th to 22nd. Go freeway to the Los Angeles Memorial Sports Arena. Lots of parking!

DRA Sends Novices to Las Vegas--



The race for hundreds of Beginners and Novices started fifty yards before they got on their bikes. Anybody with good wind had a definite advantage — they had the strength to actually kick their bike through.



Frank "Wheelie" Wheeler is not exactly a Novice but didn't take a trophy away from anybody.

Overall winner Dave Spangler (Yam) pressed on as others got broken or beat; an experienced Novice.

Second to the line and second Novice was Bob Wadlow (CZ).

"Move over! I want my picture in, too!"

Look familiar? It does if you're a desert racer. Dust.

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The Hard Way

by Alice Rhea
Photos by Dale Rhea

LAS VEGAS, NEV., Mar. 31, 1973 — Mike Powers, first Novice in the Barstow-to-Vegas Hare and Hound last November, grabbed an early lead in the DRA's first annual Baker-to-Vegas Hare and Hound for Novices and Beginners only.

The starting area, 18 miles from Baker, California was a rough one and DRA, to prevent serious get-offs in this area, elected to use a Le Mans start. After running a 50-yard-dash in full riding gear the racers had blown off some of the steam which had been accumulated over the past week and the race got off to a sane start.

Communications and first aid were furnished by Safety Communications Aid Team (SCAT), Clark County React and Las Tortugas Four Wheel Drive Club, providing a total of 24 rescue, control and relay stations: an excellent example of a cooperative communications network.

Mike Powers had urged his Montesa into a two minute lead just before the second pits when he hit a rock and knocked the magneto case off and bent the kick starter shaft. Mike dropped out of the race when he was unable to restart the bike.

Ron McClellan, on a 250 CZ, took over the lead and held it to stateline where he, too, had rock problems. Ron blew out his front tire and got off hard.

The 100 mile race utilized the old Barstow-to-Vegas course and although it was considerably rougher than the usual DRA course, riders were still able to make good time. Winner Dave Spangler brought his 500cc Yamaha across the finish line in two hours and 40 minutes for an average speed of 40 MPH. On a section of fireroad just past Stateline we clocked Dave with the car and discovered that he was traveling at 70 MPH!

Coming out of gas check two, Dave was pushing hard, trying to catch the orange-clad rider on the 500 Yamaha. He finally did overtake and pass him when the rider, who was not wearing a number, pulled over with apparent bike problems.

Dave later learned that he had been chasing Frank "Wheelie" Wheeler who is notorious for, among other things, the times he has allegedly ridden great distances with a spare engine in his backpack. Frank was unable to convince race officials that he was a Novice, but they allowed him to ride along as semi-official course patrol.

Bob Wadlow, riding a 400 CZ and Larry White on a 400 Husky, took second and third overall with Darrell Primrose (Yam) in for first 250. Ron McClellan took second 250 and fifth overall despite his flat front tire.

Sometime later Will Eveland (yes, Jim's dad) brought his Hodaka in for the Novice Trailbike win.

Rich Wagner rode his 175cc Yamaha to victory in the Beginner class with 16-year-old Jamie Avels taking second on his 250 Yamaha.

Larry Thill finished first Beginner Trailbike, bringing his Hodaka in two hours behind the leading Novices. You must take into consideration, though that Larry gave the winning Novice a headstart of thirty minutes and 400cc.

Due to good planning on the part of DRA, the race went off with a minimum of confusion and most of the 1000 entrants were able to finish.

Riders, while complaining about Nevada's rocks, still said it was the best race they had ever ridden with a course so well marked that it was impossible to get lost.

UNOFFICIAL RESULTS
DRA Baker-to-Las Vegas
Hare and Hound
Mar. 31, 1973
by Alice Rhea

OVERALL NOV	
Dave Spangler	Yam
Bob Wadlow	CZ
Larry White	Hus
Darrell Primrose	Yam
Ron McClellan	CZ
Larry Mason	Yam
John Gerritsen	Bul
Albert Hull	Yam
Brian Blackburn	Yam
Charles Conway	Suz
125 NOV	
Bill Wagner	Yam
Scott Elery	Hus
Buzz Siler	Yam
TRAILBIKE NOV	
Will Eveland	Hod
OVERALL BEG	
Rich Wagner	175 Yam
Jamie Avels	Yam
John Mittendorf	Yam
Steve Smith	Mai
Daryn Wyatt	Suz
Pepper Shirley	Yam
TRAILBIKE BEG	
Larry Thill	Hod

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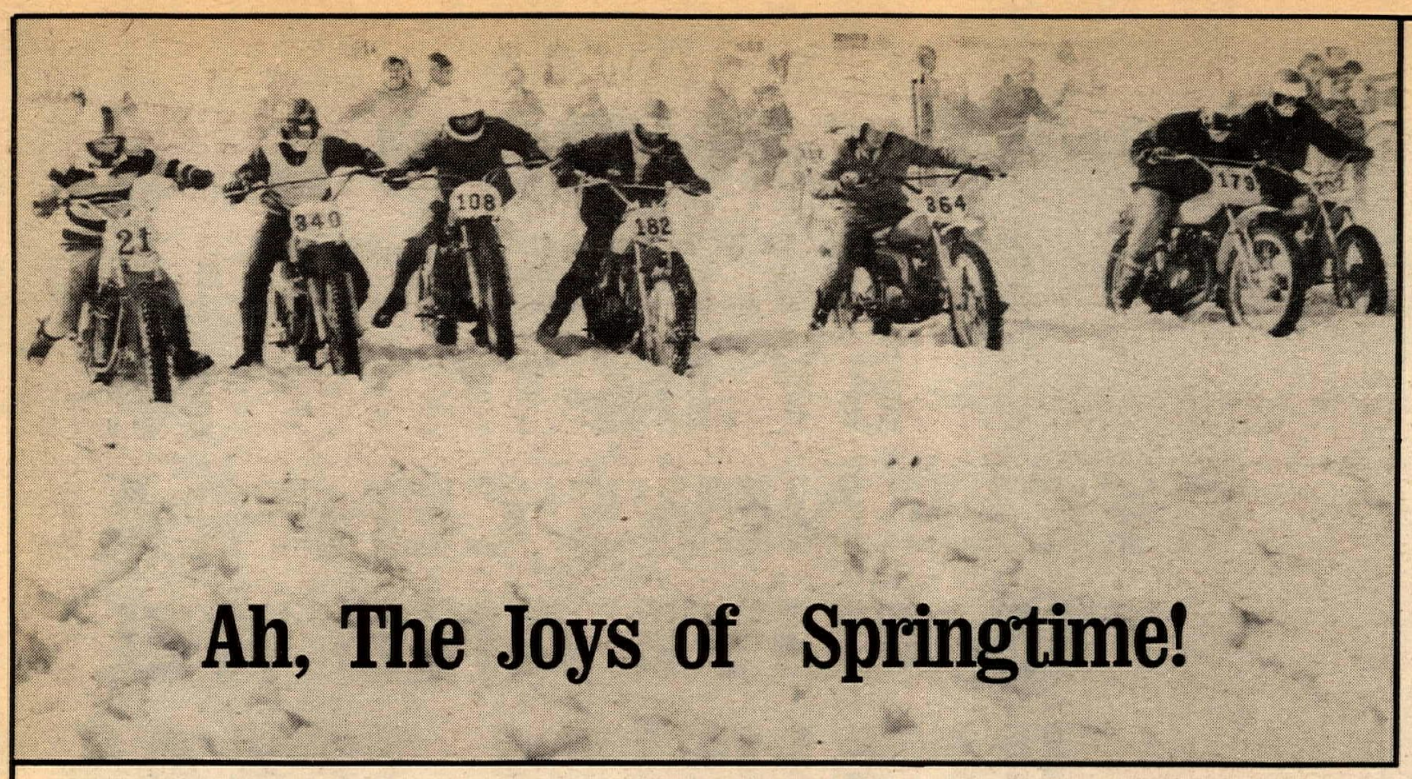
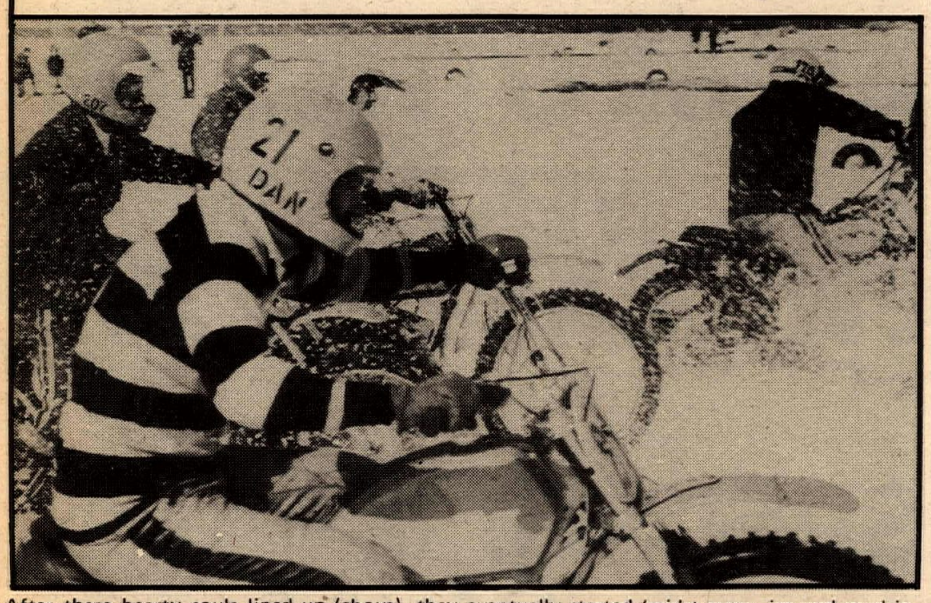


Ah, The Joys of Springtime!

And some ended their rides before the checkered flag.



After these hearty souls lined up (above), they eventually started 'midst snow, ice and mud in what proved to be a very rough scrambles.

Utah Rough Scrambles

by Terry Newfarmer

HOT SPRINGS, UTAH, Feb. 18, 1973 – The poster said "Snow or Shine". The 145 racers who couldn't wait for spring got both – the sun was shining, and there was four inches of snow on the track, at the Ogden Cycle Association rough scrambles.

It was the kind of race where the dude that ran away with the first heat was as likely as anybody to watch the race from the bottom of a puddle, while the cat who was running eighth worms through the downed bikes, to suddenly find himself in the lead.

It showed in the results, where the think-with-throttle types like Craig Snow came in behind more stable riders like Frank Fokkema and David Crandall in the 100 Expert class.

After years of barely hanging on, the 200 class promises to be at least as interesting as any this year, with the list of riders turning up on the these machines reading like the Who's Who of Utah motorcycling. Bob Plumb shined this day on a 175 Puch, but present was only part of the fleet of 175 Pentons that will be turning starting lines blue. If the rumors of other brands turn out to be true, there won't be room on the starting line.

In the 250s, it was lead-swap time. Van Larson came out on top, ahead of Ken Archibald and his trick 250 with the Swiss cheese cooling fins. Peter Crandall looked good with a 60-yard win in the first heat. But in the second, he dumped it at the snowy start, dumped it in the first turn, dumped it in the third turn, and then started lap two.

The Open Expert class was a surprise, after a year of tiny turnouts, because there literally wasn't room behind the rubber band. The class was re-started several times, each time with a different guy in the lead.

Dennis Packard cheered them on by jumping up and down through all the restarts on the kickstarter of his Maico. (Did he want to race, too?) The class went to the veterans: Frank Myers, Eric Gray (three times number 8) and Preston Gerber, who had returned to the land of the big bikes.

The OCA opened the Utah Sportsman Riders Association season point contest under a new rule, where AMA membership is required only at the discretion of the club. The OCA didn't. Right now, that appears to be the way to go, but maybe someday we will see it as a bridge we shouldn't have burned.

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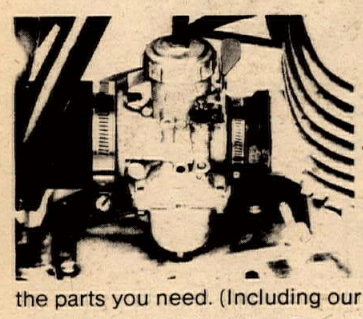

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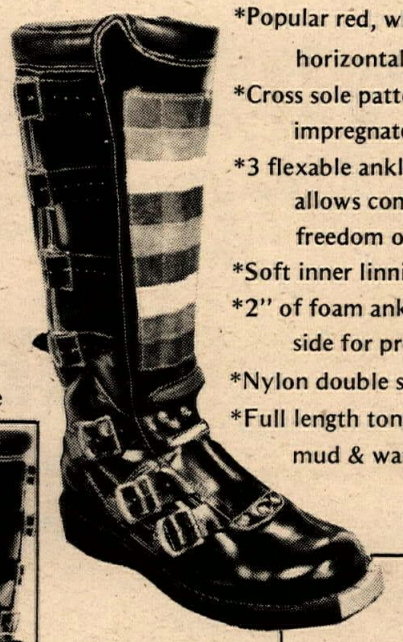

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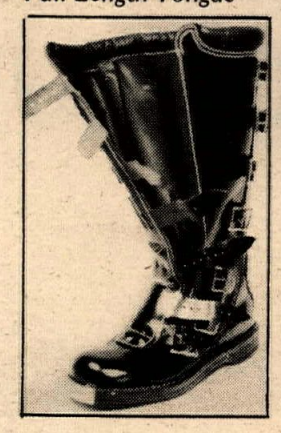

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Of course, after the snow of winter comes the mud of spring but that doesn't stop guys like Dave Waymart. They like being dirty and soggy. — Newfarmer Photo.

Hot Springs Rough Scrambles

Story by Terry Newfarmer
Photos by H.L. Hathenbruck

HOT SPRINGS, UTAH, Mar. 4, 1973 — The second Ogden Cycle Association winter rough scrambles was a little muddy.

It was more like the two-foot deep snow on the start area and track before it had just turned brown. The track was sloppy but a full turnout of 175 riders was there. (Some of these dudes want to pick up Utah Number One plate points where they can, without having to buy or mount class C tires.)

It was the kind of racing where a rider can win one heat, and disappear in a pile of mud in the next one.

First Open Expert was Doug Shelby, a Maico rider just up from the Amateurs, followed by Preston Gerber, who has returned to the class on a 350 Pursang. The Open class seems to be getting a new lease on life, along with the 200s, but right now the 125 Experts are almost nonexistent.

"Under the weather and track conditions, we probably should have given finisher pins," quipped OCA President Jerry Hill.

For those who didn't favor either snow or mud, there was dark of night. Bob Best (14) was Utah winter series winner, pictured here in 200 Expert class start. — Newfarmer Photo.

Utah Short Track Open

by Terry Newfarmer

SALT LAKE CITY, UTAH, Mar. 10, 1973 — Short track action resumed in the Utah State Fairgrounds Coliseum, designed to fill the gap until the new quarter-mile flat track opens May 17. Rider turnout was down a little, and spectator turnout was lousy.

The purse for the winter series was given out, with complaints from some riders in the overall standings about receiving merchandise certificates instead of cash. Part of the purse had already gone to paying class winners at each of the night races, and Promoter Kelly Blain said the winning riders still get their purse, even when there aren't nearly enough spectators to pay the bill.

Top riders for the series were: Bob Best, consistent winner in the 200 class on his Bul; Rock Frampton, 100 Honda rider; Craig Williams, the state's slidingest Suzuki rider; Scott Jones, Dave Wayment, Adrian Nebeker, Dave Hutchinson, Ken Moore, Tom Dickerson and Mark Glassett.

Big news is that Woody Lawhon is back in town, and he left his mark Saturday night, by winning the 125 Expert and the Scratch Main. Woody was the Number Two all-around rider in the state last year.

Colorado Mile National Gold Cup Changed, Expanded

The Colorado Springs mile track National Championship originally set for Saturday, July 7, will now be run Sunday, July 8, as the highlight of an expanded weekend of racing. Announcement of the change was made today by the American Motorcycle Association.

Manager of Professional Competition Bill Boyce noted that the weekend lineup will now include a Novice/Junior program on Saturday afternoon with a purse of $2,000. Novices will compete on the mile track on 250cc machines, while the Juniors will ride the traditional 750's. Sunday afternoon's National Championship for Experts only will mark the second consecutive year that a Yamaha Gold Cup has been run in the scenic mountain setting of the Colorado Turf Club. The National will feature a potential payoff of some $16,000.

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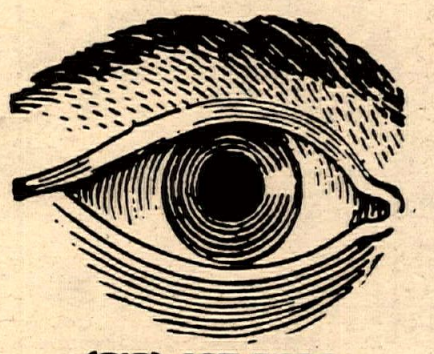

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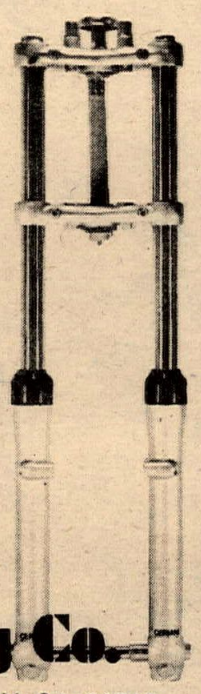

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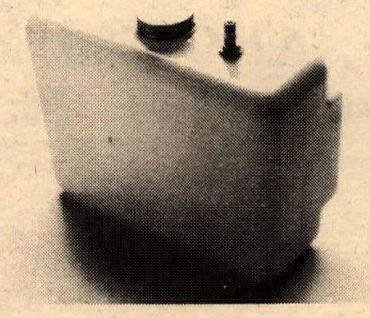

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MOTOCROSS 1973 GRAND PRIX DATES AND CIRCUITS

500cc 20 races—11 best performances count.

April 1 . . . . . France (Tarare)
April 15 . . . . . Austria (Sittendorf)
May 20 . . . . . Finland (Tikkurila)
May 27 . . . . . Italy (Pinerolo)
June 3 . . . . . Czechoslovakia (Holice)
June 24 . . . . . US (Carlsbad)
July 15 . . . . . West Germany (Bielstein)
August 5 . . . . . Belgium (Namur)
August 12 . . . Luxembourg (Ettelbruck)
August 19 . . . . . Holland (St. Anthonis)

250cc 22 races—12 best performances count.

April 8 . . . . . Spain (Sabadell)
April 15 . . . . . Italy (Serramazzoni)
April 29 . . . . . Belgium (Wuustwezel)
May 6 . . . . . Switzerland (Payerne)
May 13 . . . . . Poland (Stettin)
May 20 . . . . . Jugoslavia (Maribor)
June 17 . . . . . France (Cassel)
August 5 . . . . . Finland (Hyvinkaa)
August 12 . . . . . Russia (Leningrad)
August 19 . . . . . Sweden (Ulricehamn)
August 26 . . . . . Austria (Launsdorf)

Team events

September 2 . . . . 500cc Moto Cross des Nations, Switzerland (Wohlen)
September 16 . . . . . 250cc Trophee des Nations, Great Britain (Doddington)

Tripes Jumps to Honda

After only a month's active riding with American Jawa, 16-year-old pro motocrosser Marty Tripes of Santee, Cal., resigned after the Daytona Winter-AMA and signed with Honda last week.

In a letter to the West Coast offices of American Jawa, Marty stated that failures to live up to previous promises, conflict of interest between East and West Coast CZ offices, and failure to fulfill the contract were the reasons for his resignation.

He signed the contract with Honda on March 29, at the Downey, Cal. offices of HRL Lubricants, one of Marty's other sponsors, stating "It is even better than the one we signed with CZ." It is effective through December, 1973, with options for future years. Marty joins Gary and DeWayne Jones, Bruce Baron and Jim Wilson as the official and "now complete" Honda motocross team.

"We are very happy to have reached an agreement with Honda," states Marty's father, Geroge Tripes, who left his post as CZ Racing Team Manager. "Honda, unlike many other firms, embraces the whole family when it signs a racer." Mike Tripes, Marty's younger brother, was included in the contract and will be riding one of the new 125 Elsinores.

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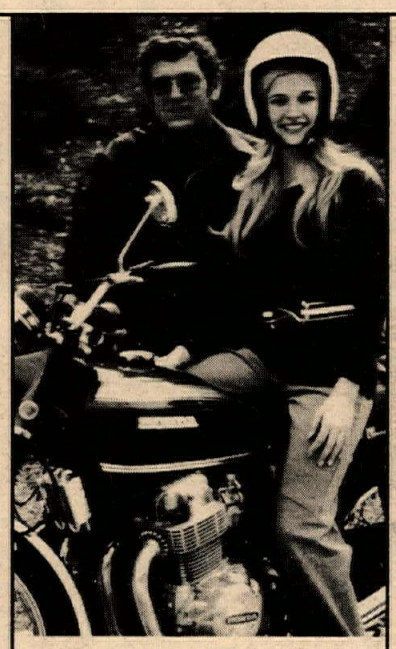

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First Qualifier for the First American Six Days' Trial

Fort Hood Trials

by Jack Ferguson

FORT HOOD, TEX., Apr. 1, 1973 – The first of six Two-Day Qualifier Trials for this fall's ISDT ended here today.

Over two hundred riders came from as far away as New Jersey and Oregon to compete. Among them were Team Penton, Husqvarna, Kawasaki, Monark, and Rokon. Famous names included three Penton brothers, Eugene Cannady, Barry Higgins, Lars Larsson and Malcolm Smith. To support the distaff side there was petite Carol Degraw.

As of this time results have not been computed. The Penton teams were both knocked off gold when Tom endoed his 175 after encountering a large rock, suffering a broken clavicle, and Tom Clark, Sr. lost two minutes after tire troubles.

Jeff Penton, Bill Uhl, and Dane Leimbach are among the certain gold winners. Probables are Jack Penton and Carl Cranke.

Carl Rode his 250cc KTM/Penton almost the entire distance with no rear brake. Final results will be published in the next issue.

The event consisted of two courses. The east course was about fifty miles long with terrain comparable to that in Spain in 1971. The west course, run on Sunday, was about five miles shorter and much tighter with frequent vertical climbs, numerous water crossings, and nearly all in wooded hilly terrain. Two loops were run on each course.

Three special tests were given each day. Two were the acceleration and the DB (sound) tests. Third test on Saturday was a six mile timed terrain test. Sunday's third test was a 3.6 mile closed course almost like a motocross. Riders were divided in groups of 14 to 18 and rode three laps.

The event was as tough as any you could ask for. One hundred and one riders dropped out on Saturday. Sixteen were injured. Sunday saw about thirty drop and five injuries. Injured riders were rushed to the base hospital for free medical treatment in helicopters.

There were some protests over unethical or illegal practices. Most of these centered around receiving outside help from pit crews. One Monark team motorcycle was impounded Saturday night after it had been discovered stripped of several major parts.

Overall, considering all factors involved, Jay Hickey and his boys are to be congratulated for a job well done. Also to be congratulated and thanked is General Senef for his cooperation. By the way, the General is a practicing member of the Ft. Hood Dirt Riders.

Team Penton, the bulk of which will be the U.S. Trophy Team in the ISDT, appeared to be off a gold medal but individual Pentons still finished with golds.

Complete Report and Results Next Week

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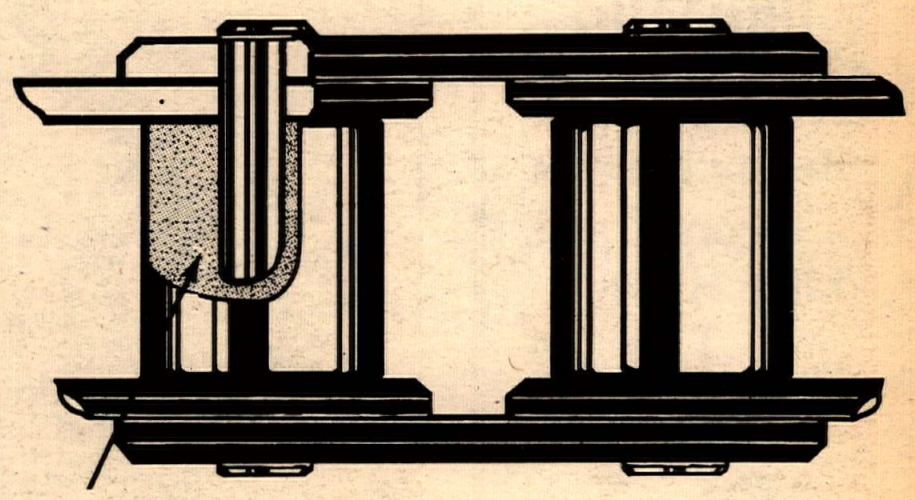

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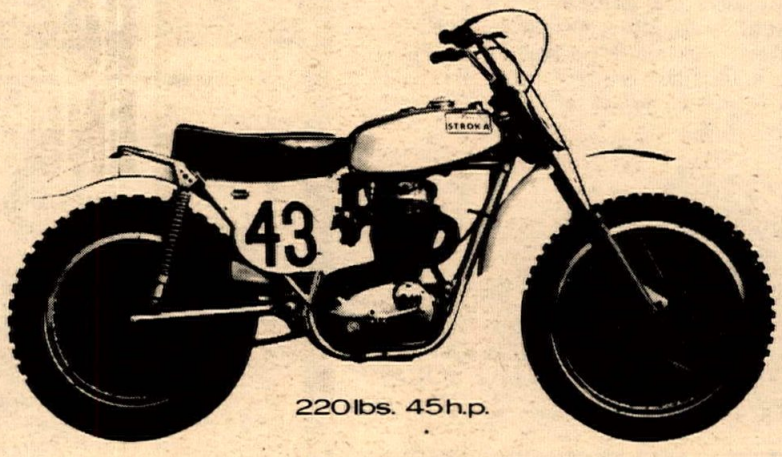

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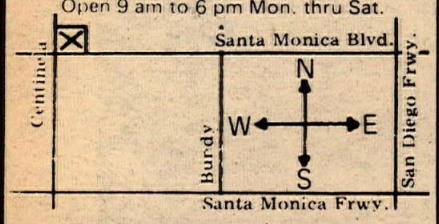

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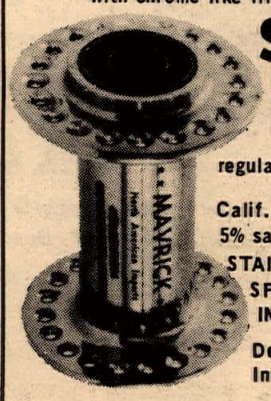

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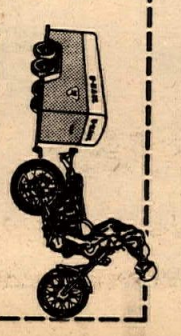

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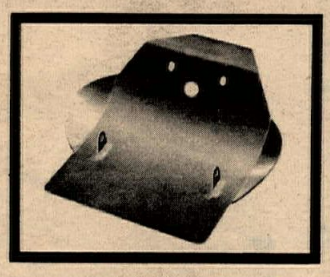

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BAD MOUNTAIN-
The Trials Rider's Delight

by Carl and Lennie Price

RED MOUNTAIN, CAL., Mar. 18, 1973 – What started out as a cold and windy Saturday, ended up in a beautiful weekend for the Checkpoints M.C. Enduro at Red Mountain. Recent rains had smoothed out old trails and grass and flowers were in full bloom.

Upon arriving at the pits, it was obvious that the name the Checkpoints had given their enduro – the Bad Mountain Enduro had scared away many riders. But this made it super neat for the 275 who had entered. With an enduro made up of mostly A and topnotch B riders, tight sections in the course never developed into bottlenecks.

District 37 clubs are really getting with the flip card system. The Checkpoints borrowed the flip cards the Chaparrals had made. Riders really love this system because they always have a good idea of how they're doing and it's also easier for clubs to get quick results.

Loop 1 started with a tight rocky downhill which gave everyone a warning of what was to come. A sign warned at the canyon's entry, "Trials Section, Expert and Master's Trip No. 1." When you came out of the canyon you were probably late and had to race to secret Check No. 1. The next section was easy, obviously designed to catch riders early into Check No. 2 – right at the bottom of a strip mine trench. Then down a sand wash which was "endo city" for a few because of crossgrain washouts.

As you look ahead, a dry lake in the distance. "Wow! I can make up some time now." But wait, a water crossing with an observation check on the other side. No getting around this one. Typical mud, easy for the first guys, but the late numbers had a two-foot mudhole.

One rider on a Yamaha pulled up, looked at the mess of mud and stuck bikes and said, "No way, I'm not getting my bike dirty." He then backed up, charged with lots of momentum and wheelied across. Now that's class. Anyway, we still had the dry lake to make up time. Then some more rough stuff, an off-camber hillclimb, and a bad downhill with a secret check at the bottom. Then on to the finish of Loop 1.

We asked around and found out that some riders were still holding a zero point loss. Boy, here I am, tired already and that was the easy loop! Something tells you in the back of your head, no one is going to zero this whole enduro.

Out for Loop 2. Wow! A Hare 'n' Hound just to hit the five mile marker on time. We crossed Highway 395 under the watchful eye of the CHP, up some neat cross-country trail to the top of Government Peak. Boy, you know what comes next when you've just climbed 2,000 feet in the desert. It seems like you have to go down 4,000 feet.

Descending the downhill you could see the next check at the top of a hillclimb on the opposite canyon wall. Then on to some razorback ridges, across the face of a cliff and some slate hillclimbs for variety.

Well, enough of the easy stuff. We then dropped into Ye Olde Handlebar Scraper Canyon at a mere 20 MPH average. Then "Cave Hill", an old mine with a tailing pile on the side of a mountain. We went up this hill which is normally a bad downhill for Hare 'n' Hounds. The choppy terrain that followed would really test your shocks. Some fun snake trails followed and then "The Hill" with a sign at the bottom, "Tie Breaker Hill."

It's hard enough getting up a hill on your minute much less on the second. This was the downfall for many riders. It was push time for most. One more secret check that surprised everyone and then a race to the finish.

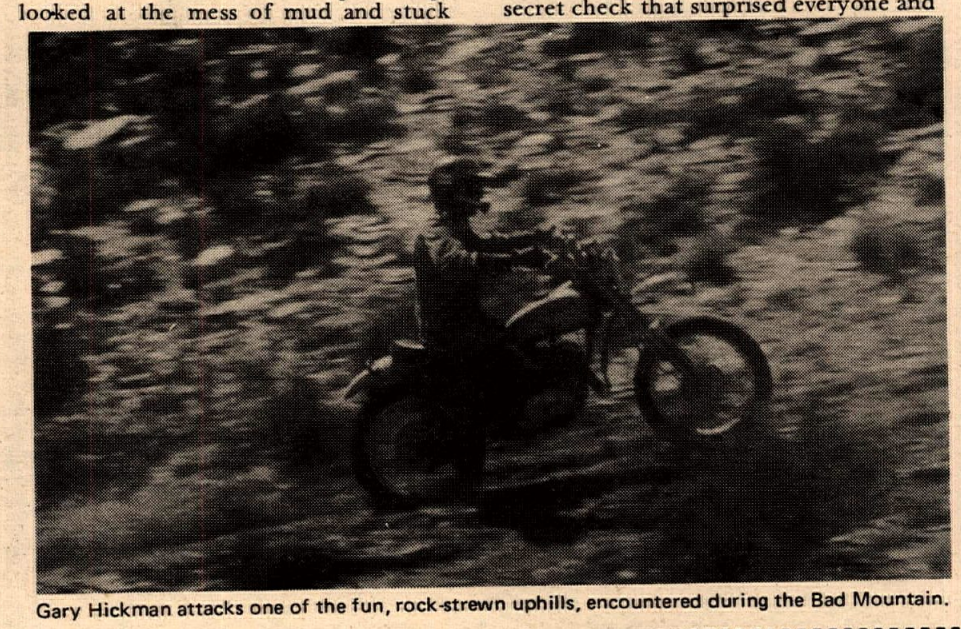
This was a real rider's enduro. Dave Evans called it a "Trials Rider's Delight." Mileages were accurate with only minor clock problems. Checks were well placed. It was obvious that the Checkpoints worked hard to throw a good event.

No. 1 District 37 Enduro rider, Bob Steffan, was injured with a possible dislocated hip and a broken collarbone. We hope Bob mends fast, as it won't seem right not seeing him at the enduros.

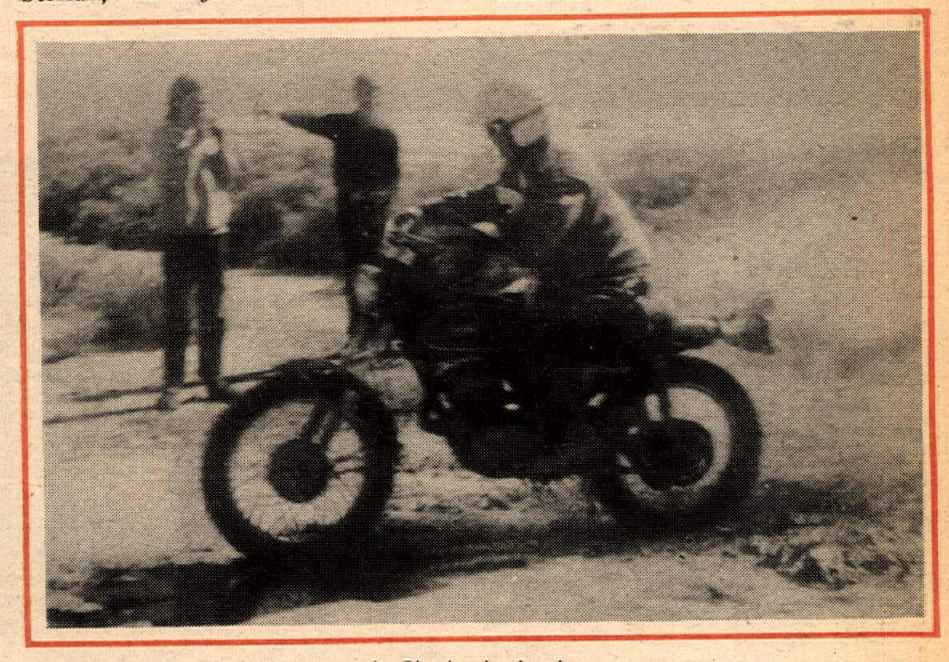
Rescue services were provided by Service Search and Rescue. They did a great job and we sure appreciate their support.

Support the sport, ride District 37 enduros.

This rider isn't really trying to kick the photographer; he's shaking the water out of his boot.



Gary Hickman attacks one of the fun, rock-strewn uphills, encountered during the Bad Mountain.



Bill Adams gets told where to go at the Checkpoints' enduro.

"Yuk! Where'd this water come from?"

CHECKPOINTS ENDURO
Red Mountain, Calif.
Mar. 18, 1973
by Lennie Price

Class	Name	Pts. Lost	Bike
B/H	David Ruffel	1	Yam
A/L	Carl Price	1	Pen
A/L	Dave Evans	2	Oss
A/H	Richard Ruffel	2	Yam
B/T	Rick Munyon	2	Pen
A/H	Jack Shook	3	Yam
B/H	John Noor	4	Yam
A/L	Jerry Urban	4	Yam
A/L	Marv Munyon	4	Yam
A/L	Mike Adams	4	Pen
A/L	Nate Sciacqua	4	Yam
A/H	Gary Hickman	5	Yam
B/H	Steve Bell	5	Yam
A/H	Stan Baldwin	6	Yam
A/L	Greg Ekins	6	Bul
A/L	Jay Tullis	6	Hon

Brad Lackey says . .

BRAD LACKEY

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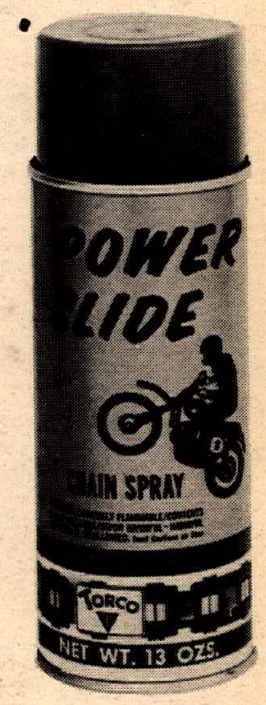

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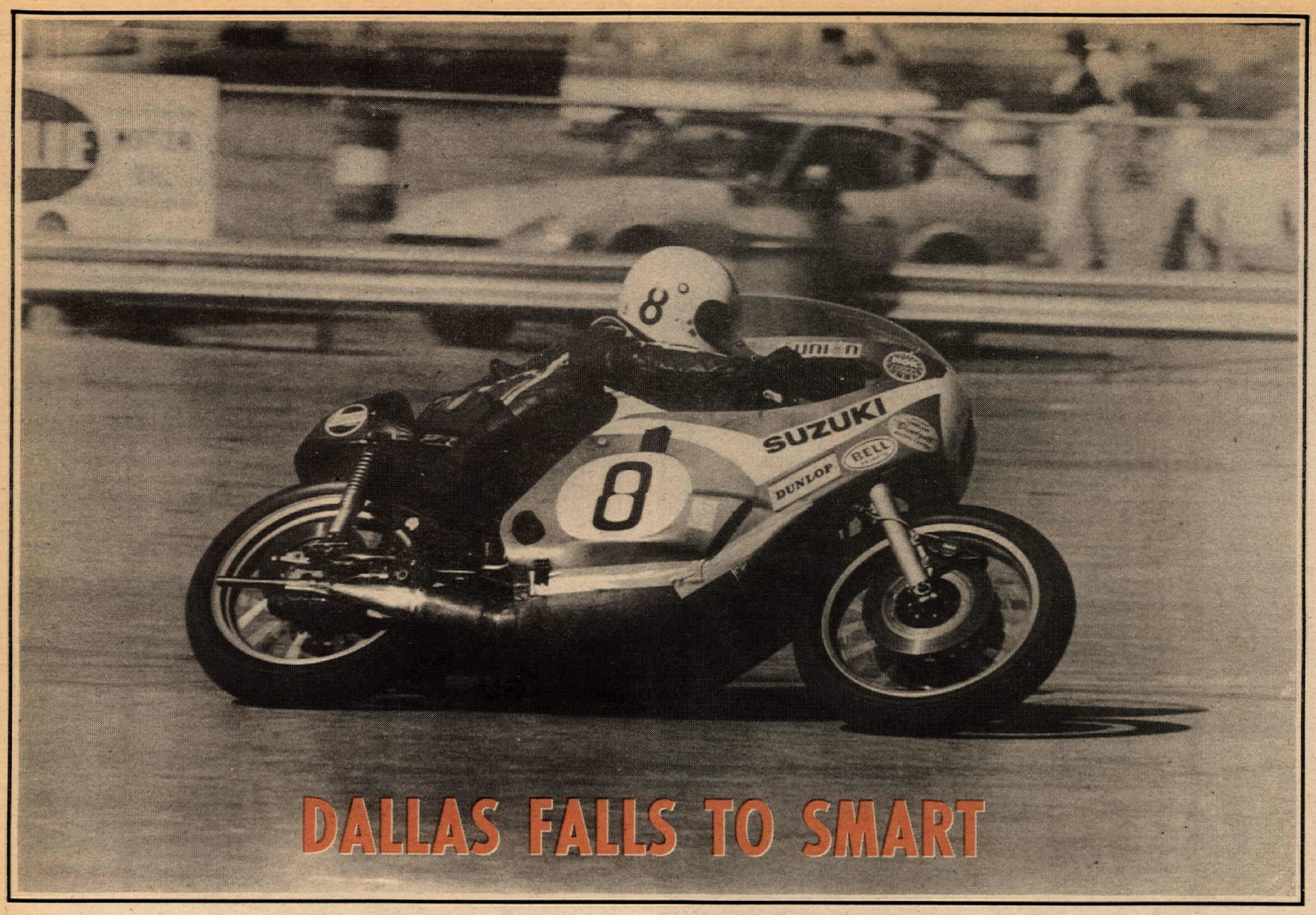


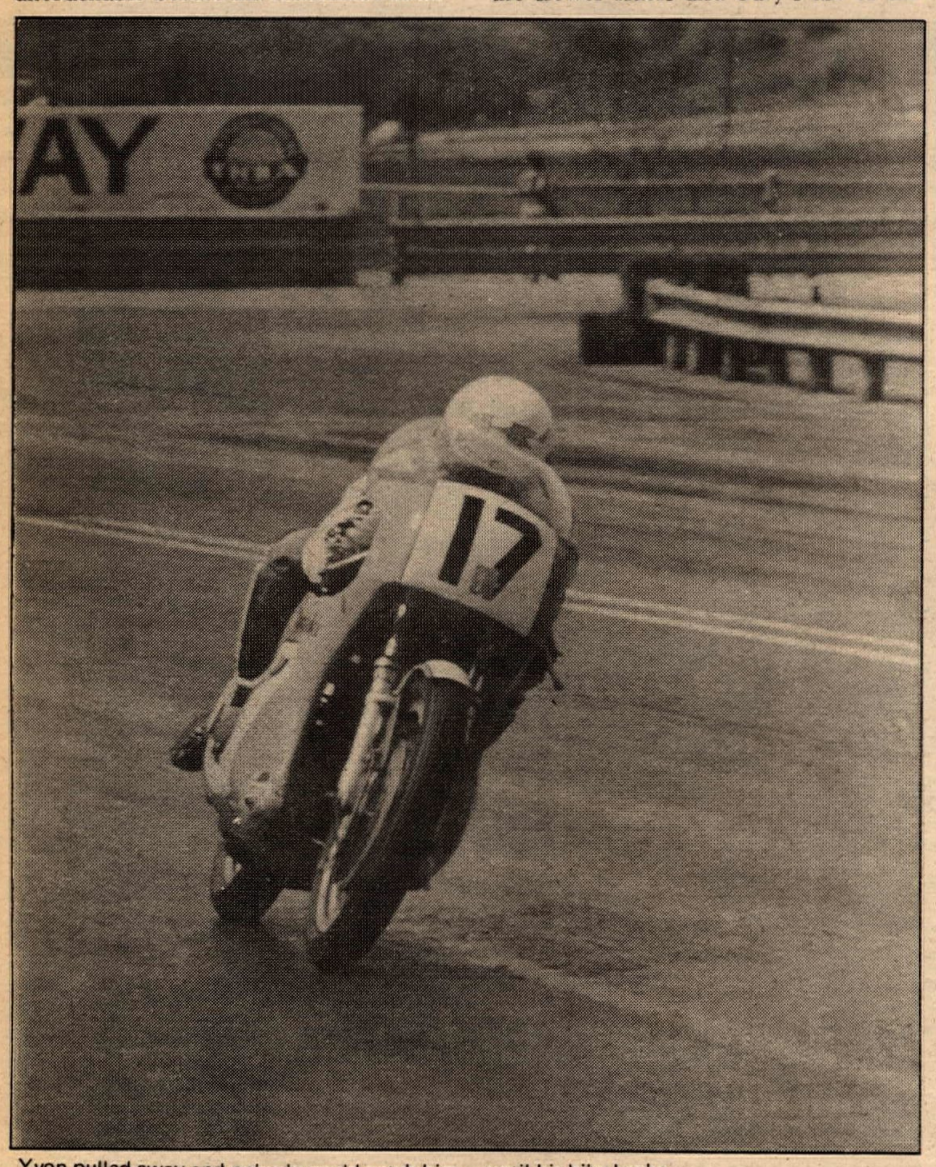
DALLAS FALLS TO SMART

Suzuki finally got a National win with their 750 and Smart got richer.

by Richard Creed

DALLAS, TEX., Apr. 1, 1973 – Paul Smart, aboard a watercooled 750 Suzuki, enjoyed All Fools day by sweeping the Dallas International Motor Speedway's first National Championship road race. Smart inherited the lead from pre-race favorite Yvon DuHamel on the fourteenth lap and was never headed to the finish. DuHamel on a lightning quick Kawasaki retired due to mechanical problems after blitzing into an incredible lead. DuHamel appeared untouchable before his reitrement as no one was within a hundred yards of him, and it was obvious no one was getting close as Yvon forged further ahead with each lap.

Gary Nixon finished second on a "private" Kawasaki after battling an aggressive and surprisingly smooth Kenny Roberts on a watercooled 350 Yamaha. Roberts, better known for his flat track and TT abilities, pressured Nixon the better part of the race, as Gary could not shake the determined Yamaha pilot until the duo were lapping the slower riders and Gary's use of the rolling road blocks enabled him to finally put some distance on Roberts and make a challenge on Smart.



Yvon pulled away and nobody could catch him – until his bike broke.

The Heats

In an effort to put the racing back into road racing, two heats and a semi were run before the final; just like Short Track. The first fifteen riders from each eight lap heat transferred to the main, and the rest were left to scrap for the remaining ten places on the starting grid in the 20 lap semi. The first ten riders from the semi transferred to the main.

In the first heat, DuHamel on the lead "Green Meanie" exploded away from the start and into a 50 yard lead by lap four. It was a portent of things to come as he was in the lead at the first turn and never headed. Behind Yvon, scrapping in a heap, were Roberts, Don Castro on Yamahas, Masahiro Wada (Suz) and Cliff Carr on a Kawasaki. The second position was swapped back and forth with no one able to hang on decisively enough to pull away from the remaining pack.

Roberts got a sixth lap grasp on second and pulled a short lead and attempted to reel in DuHamel but it was an impossible task. Japanese champion Wada and Cliff Carr (Kaw) pulled away from Castro and Jim Evans (Yam) on the seventh lap and held them in place with a two bike lead.

Don Castro separated from Jim Evans on the last lap and pulled out the stops for a scorching attack on Carr and Wada. Castro moved ahead of Carr and slipstreamed Wada down the front straight in a drag race for the checker. Wada won the drag race and third place as Doug Sehl, who was on the fringe of the action, tried to take Cliff Carr. But Sehl's Harley XR was no match for Carr's Kawasaki and Carr transferred to the final with a fifth place. DuHamel averaged 85.09 for the win.

Three Gary's headed up the second heat front row. Gary Fisher (Yam) had the pole position with Gary Scott (Tri) and Gary Nixon (Kaw) next to him. Geoff Perry (Suz) from New Zealand and Art Baumann (Kaw) completed the front row. Dick Mann (Tri) and late entrant Paul Smart (Suz) were in the second row. Fisher got the hole shot to the first turn, but Baumann was right on top of him and passed him on lap 2 as Perry moved to pass fisher. Gary held momentarily but could not stave off the front straight power of Perry's Suzuki. Fisher dropped to third and could find no rest as fourth place Gary Nixon decided to move up the ladder. The third lap had Baumann still in a distant lead as Nixon pulled a neat maneuver and got under Fisher for third and began reeling in Perry so fast that by lap four Nixon was in second and moving on Baumann. But Paul Smart streaked from his second row slot and into third place ahead of Perry as Fisher continued to drop down the list. Smart and Perry formed a shadow boxing team on Nixon and proceeded to slug it out with him for second place. Nixon held on gamely and shut the door on Smart's sixth lap pass attempt on the front straight. Smart and Perry continued to pressure Nixon on the seventh lap and Smart got on the inside line and passed Nixon on the last lap as Perry tried vainly for third. Nixon wasn't going to have any of that and nipped under Smart in the second chicane turn and pulled a bike length lead on him down the home straight. Baumann was the winner with Nixon second and Smart third.

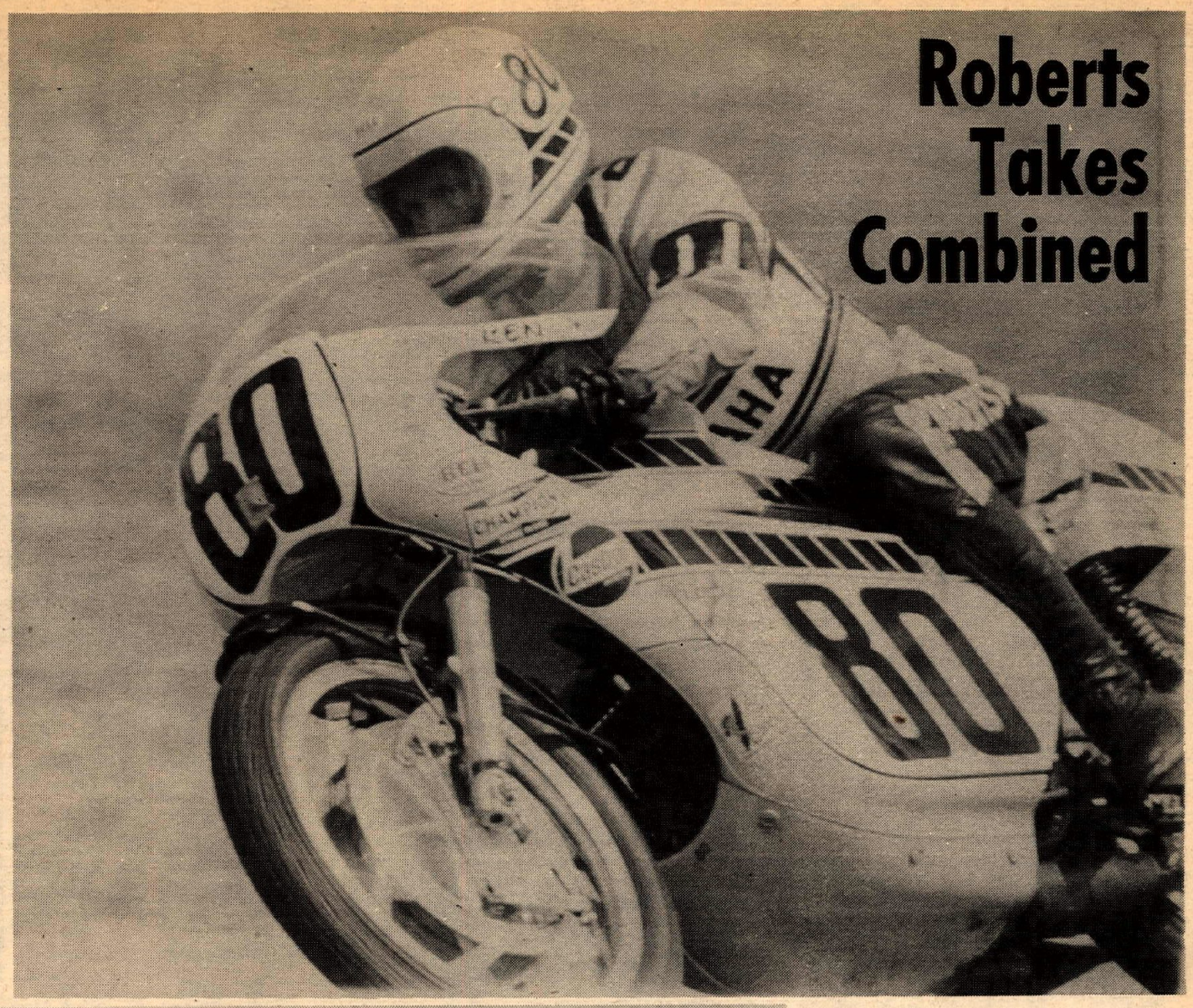
The Semi

The race for the last ten final positions looked like a race for back marker and also ran. It was obvious from the start that no one making the final by way of the semi stood a snowball's chance in hell of taking home any heavy coins or points. But with the promoters paying down to 20th there was always the hope that one could at least make expenses and maybe have a good time.

Mert Lawwill (H-D) and Ron Grant (Suz) pulled away. Grant developed a short lead as Mert began to fall back. Steve Baker, the best Junior rider last year on points, moved past Lawwill on the third. lap and started to pressure Grant. Grant responded by leaning the big Suzuki over a little further in the turns and putting the beans on the burner down the straights to pull away. Gary Scott, who never got going in the second heat, steamed past a fading Lawwill for third on the fourth lap as Baker applied the pressure to Grant but to no avail. The fifth lap showed Grant in front by a hair over Baker, Gary Scott third, and Steve Dalgarno moved up to challenge Lawwill for fourth. The Grant-Baker clash left the field behind and Scott was too far back to have a chance for second unless someone got off . Behind Scott things livened up as Lawwill repeatedly resisted Dalgarno's attempts to pass.

The Baker-Grant race got serious on the next-to-last lap. Baker

Roberts Takes Combined

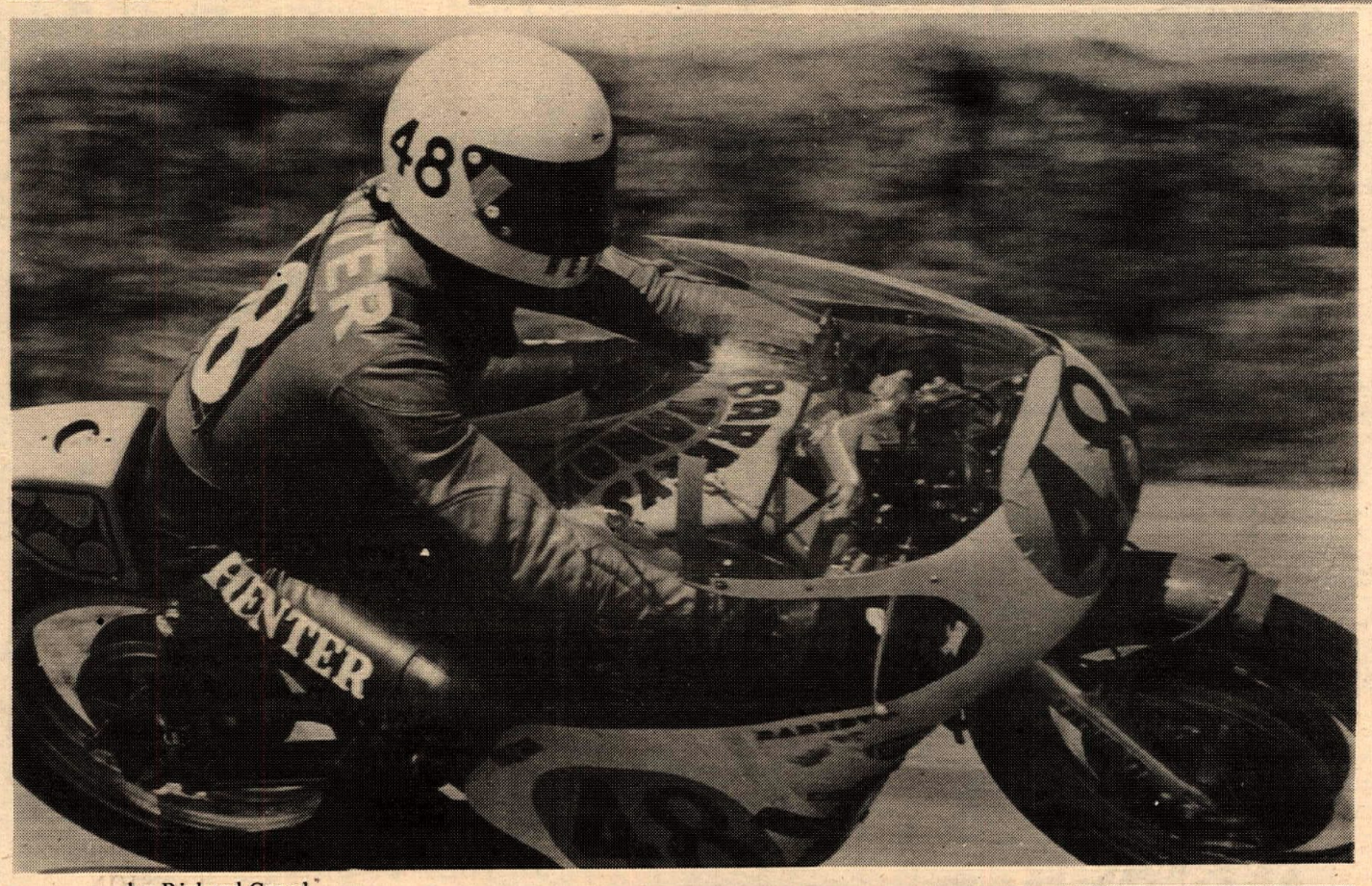


by Richard Creed

DALLAS, TEX., Mar. 31, 1973 – Saturday's major race, the 250 Junior-Expert Combined, got off to a smooth start with Don Castro pulling into a surprising lead on the second lap over Yamaha teammate Kenny Roberts. Hustling up in third place was Art Baumann on one of the road racing Bighorn Kawasaki singles. Castro, though not known for his road racing abilities, held the lead until the fifth lap when Roberts got by him, and Castro, attempting to make up time, lost it on the back side of the course. Castro escaped injury. Roberts continued in first as Fisher (Yam) moved up on Baumann in second. Hordes of privateers on all matter of machinery made up the bulk of the field, with John Long (Yam) the fastest. Fisher held off Baumann with more power on the straights as Baumann would cut it closer in the turns.

Baumann and Fisher were the race as Roberts moved ahead in an unassailable lead. By the tenth lap the leaders were moving through the back markers like they were welded to the pavement and Art Baumann used the opportunity to pass Fisher going into the chicane. He was ahead only a moment as Fisher wicked it up coming onto the front straight.

Baumann didn't let Fisher go so quickly, though, and continued to apply pressure in the turns and slipstream on the straights, but Fisher fought back by weaving and forcing Baumann to cut his own path through the wind. The wind was very gusty and Roberts commented later that he felt the front end bounce up and down on the long front straight many times. Midway through the race the final positions were decided as Roberts continued to build an enormous lead. Fisher held Baumann off, and Baumann could do nothing but hold onto third.



Juniors

by Richard Creed

DALLAS, TEX., Mar. 31, 1973 – Inclement weather on Friday forced the cancelation of the Junior road race and it was sandwiched into Saturday's program that turned into a road race bonanza with Novice, Junior and Expert events.

Unfortunately only a meager crowd was on hand to watch some of the nation's best pavement scratchers compete. It was down right amazing to look out from the scoring tower at the vast empty expanse that is Dallas International.

Incredibly, there were three times as many spectators at the Lackluster motocross event that was being run adjacent to the road course. The motocross had two things going for it, Gary Jones and Marty Tripes and little else. There was literally no competition.

Be that as it may, the Juniors put on an exciting show that had Texas hearts (a few) pounding from the start as Mike Odem streaked into second place on the first lap. Odem's moment of glory passed on the third lap as he dropped to fourth place.

The first six riders, led by Ted Henter and John Long, had pulled a short lead from the pack by the third lap. Long passed Henter for the lead on lap 4 and then suddenly retired on the fifth lap. The Long-Henter pace had been so hot that when Long dropped out, Henter found himself in a comfortable lead with only a quarter of the race over.

Henter continued to circulate in the lead, and the race was over for first. There was some scrambling around in the field but the lead positions went unchanged until the eleventh lap when Tim Rockwood, Bill Labrie and Rudy Galindo got into a three way dog fight for second place. These three continued to argue for the next two laps over who was going to finish behind Henter. Finally on the thirteenth lap Labrie and Galindo pulled away from Rockwood slightly, or rather Rockwood started fading to an eventual seventh place finish.

All of this had little effect on Henter who was a quarter of a lap ahead of the dicing duo. Galindo and Labrie were catching Henter a little every lap though, but time was on Henter's side as he led the drag race for second place by over eight seconds at the finish. Labrie and Galindo sweated it out down the home straight with Labrie ahead of Galindo by a hair at the checker. The first three riders were all Yamaha equipped...what else?

Novices

by Richard Creed

DALLAS, TEX., Mar. 31, 1973 – The Novice road race, cancelled on Friday, was lumped into the Saturday potpourri. Wes Cooley, Jr., son of famed California road race promoter Wes Cooley, Sr., found himself stuck between the two heat winners Randy Cleek and Hank Scott, brother of Gary, at the start. The front row was a Yamaha showcase and dominated the start and the first five laps until Cooley and Scott pulled away and staged a heated contest for first. Cooley was very impressive looking with his knee hung out to the inside in a very Smart fashion. As the leaders moved into the seventh lap, Randy Clark battled Dick Clutts for third and John Sommelin started a whirlwind charge from the middle of the field.

All eyes were on Sommelin as he picked up one or two positions per lap and on the eighth lap got by Clutts and moved on Cleek in third.

Scott held the lead but only by a foot over Cooley as they approached the halfway point of the race. Cooley made an attempt to pass on the straight but Scott weaved away. The race back markers were coming up now and Cooley hung back to use them to block Scott and get by.

On lap 10 Sommelin took over third from Cleek and streaked towards the dots in the distance. Cooley and Scott swapped positions in traffic and traded off again on the 13th lap with Cooley ahead and starting to pull away. Sommelin definitely had his eye on second place and was ground flying through the pack, traffic and all, faster than anyone else. But it was too late for heroic rides and Sommelin took a solid third without getting close enough to pressure Scott. Hank, in turn, was an uncontested second after losing his hold on Cooley who led at the finish by seven and one-half seconds.

Wes Cooley (69) was the Novice winner. Here he tangles with Hank Scott (143) little brother of Gary Scott, and Randy Cleek (46).

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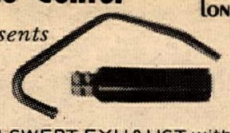

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AMA
Road Race Championship
Dallas International Rcwy.
Official Results
EXPERT FINAL

1.	Paul Smart	Suz
2.	Gary Nixon	Kaw
3.	Ken Roberts	Yam
4.	Geoff Perry	Suz
5.	Gary Fisher	Yam
6.	Donald Castro	Yam
7.	Hurley Wilvert	Kaw
8.	Doug Sehl	H-D
9.	Steve Baker	Yam
10.	Gary Scott	Tri
11.	Jim Dunn	Yam
12.	Robert Winters	Yam
13.	Steve McLaughlin	—
14.	Ron Pierce	Yam
15.	Buddy Elmore	Yam
16.	Conrad Urbanowski	Yam
17.	Steve Dalgarno	Yam
18.	Gene Romero	Tri
19.	Paul Higgins	Yam
20.	John Hateley	Yam

LIGHTWEIGHT ROAD RACE
Dallas Int'l. Raceway
Dallas, Texas
EX—JR COMB.

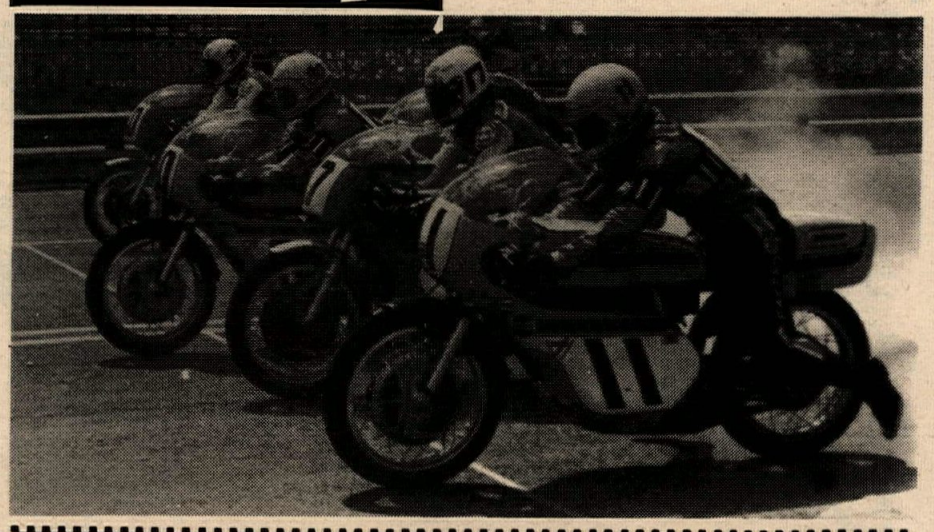
1.	Ken Roberts	Yam
2.	Gary Fisher	Yam
3.	Art Baumann	Kaw
4.	John Long	Yam
5.	Yvon DuHamel	Kaw
6.	Ron Pierce	Yam
7.	James Evans	Yam
8.	Conrad Urbanowski	Yam
9.	Steve Baker	Yam
10.	William Labrie	Yam

50 MILE JUNIOR FINAL
Dallas International Raceway

1.	Ted Henter	Yam
2.	William Labrie	—
3.	Rudy Galindo	Yam
4.	Patrick Hennen	Suz
5.	Michael Clarke	Yam
6.	Dennis Vaendes	Yam
7.	Tim Rockwood	Yam
8.	Phil McDonald	Yam
10.	Phil Frank	Suz

50 MILE NOVICE FINAL
Dallas National Road Race

1.	Wester Cooley	Yam
2.	Hank Scott	Yam
3.	John Solimine	Yam
4.	Rohn Isamael	Yam
5.	Randy Cleek	Yam
6.	Pat Klein	Yam
7.	Jay Leningston	Yam
8.	Richard Clutts	Yam
9.	Phillip Pascoe	Yam
10.	Richard Chambers	Yam



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RESULTS

The start of the 250 Amateur Main at the Salinas Sand Pits.

SCRAMBLES
Hayward Speedway
Hayward, Calif.
Mar. 25, 1973
by Bill Spencer

100 NOV	
Henry Rivera	Kaw
Chuck Weatherton	Hod
Fred Faltersack	Bul
125 NOV	
Gary Jensen	Suz
Manuel Baptista	Yam
Marty Schlein	DKW
125 JR	
Don Malley	Bul
Mitch Davidson	Hon
125 EX	
Ted Davidson	Ric
Neil MacDannald	Pen
175-200 NOV	
Bob Fisher	Suz
Bob Gomez	Yam
Mike Fry	Suz
250 NOV	
Brian Koga	Suz
Bob Vickery	Yam
Tim Howard	Yam
250 JR	
Wade Boyd	Suz
Randy Gibbs	CZ
Mike Sexton	Bul
250 EX	
Neil MacDannald	Hon
Ted Davidson	Bul
Ron Kole	Bul
OPEN NOV	
Keith Johnson	BSA
Steve McKiggin	Yam
Lynn Davis	Hus
OPEN JR/EX	
Dale Mathers	Mai
Brian Davies	Hus
50cc MINI	
Larry Krusemann	Hon
Mark Saric	Hon
60cc MINI	
Ruben Villareal	Yam
Gary Rumble	Yam
80-100 MINI	
Keith Testi	Yam
Bill McIntire	Yam
80-100 CYCLE	
Dennis Davis	Yam
Dallas Davis	Yam
Mark Saric	Hon

MARATHON
Fremont, Calif.
Mar. 24, 1973
by Bill Spencer

125	
Dan Jensen/ Jack Jensen	Suz
Dave King/ Rod Simas	Pen
Jerry Helton	Hon
250	
Craig Michie/ Don Armstrong	Hon
Henry Weber/ Mark Skinner	Yam
Louis Shapiro/ Charles Shapiro	Oss
Virgil Gardner/ Scott Pearson	Kaw
OPEN	
Ron Huffman	CZ
John Fraser	Hus
Kirk Sparks	CZ
Howard Hendry	CZ

INDOOR SHORT TRACK
Utah State Frgnds.
Mar. 10, 1973
Kelly Blair Productions
by Terry Newfarmer

TROPHY DASH	
Adrian Nebeker	Hon
SCRATCH	
Woody Lawhon	Suz
Craig Williams	Suz
Bob Best	Bul
OPEN EX	
Craig Williams	Suz
Phil Hart	Yam
Bill Rudolph	Mon
250 EX	
Adrian Nebeker	Hon
James Blakley	Oss
Bob Best	Bul
125 EX	
Woody Lawhon	Suz
Phil Bernard	Dal
Bob Best	Bul
100 EX	
Rock Frampton	Hon
Mark Glassett	Hod
Gary Nelson	Suz
OPEN NOV	
Larry Delham	Hon
125 NOV	
Kim Best	Bul
MINI	
Scott Center	Hon
3-WHEELERS	
Robert Plett	—

A.C.E. INDOOR
Cloverdale, B.C., Canada
Mar. 24, 1973

LITTLE WHEEL MINI	
Kevin Foster	Hon
Kent Thompson	Yam
Mike Tonsgard	Hon
125	
Butch Brown	Hon
John McCaffery	Suz
Jeff Strutz	Yam
Mike McClain	Kaw
POWDER PUFF	
Diane Langlois	Mon
Bernadette Hendriks	Yam
Maureen MacDonald	Suz
BIG WHEEL MINI	
Butch Brown	Hon
Mark Olsen	Bul
Kevin Foster	Hon
250	
Mike McClain	Bul
Glen McKenzie	Yam
Jim Taylor	Yam
Bill Hilland	CZ

A.C.E. INDOOR
CANADIAN CHAMPIONSHIP
Cloverdale, B.C., Canada
Mar. 24, 1973

LITTLE WHEEL MINI	
Mike Tonsgard	Hon
Kevin Foster	Hon
John Christian	Hon
Kent Thompson	Yam
Ray Godard	Yam
Dean Williams	Yam
Brian McCandle	Hon
Mike Eyre	Yam
BIG WHEEL MINI	
Butch Brown	Hon
Mark Olsen	Bul
Brian McCandle	Hon
Jack Darling	Ste
Bob Rempel	Hod
John Christian	Yam
Wally Levy	Suz
Jacob Billings	Suz
POWDER PUFF	
Dian Langlois	Mon
Lois Wilson	Kaw
Audrey Allen	Yam
Bernadette Hendriks	Yam
Maureen McDonald	Suz
125	
Butch Brown	Hon
Jon McCaffery	Suz
Howard Garbe	Yam
Mike McClain	Bul
Led Szmek	Hus
Larry McKenzie	Hon
Bryan Walters	Yam
Bill McLean	Yam
250	
Randy Skiver	Hon
Mike McClain	Bul
Steve Baker	Yam
Glen McKenzie	Yam
George Leonard	Yam
Mark Stagg	Bul
Jim Taylor	Yam
Howard Garbe	Yam

MARATHON
San Jose, Calif.
Mar. 18, 1973
by Bill Spencer

125	
Kevin Morrison/ Jeff Sibley	Yam
Bob Crabb/ Bob Fedgren	Yam
Keith Shoemaker	Hod
Mark Goodson/ Kevin Goodson	Yam
John Winters	DKW
Bill Alexander/ Dave Wondergren	Yam
Ron Domingues	Suz
250	
Pat Doran/ Dan DaCosta	CZ
Frank Vancil/ Mike Garcia	Yam
Carl Rodrick/ Jack Hammers	Hon
Glen Olivera/ Bob Doran	CZ
Roger Lollar/ Eric Moore	Mai
Bill Cook	Hus
Bob Stauffeoher/ Henry Cassady	Bul
Tom Cherry/ Bruce Fredrickson	Bul
Howard Sutton/ Scott Monroy	Suz
OPEN	
Nick Nazzisi/ Al Wood	Yam
John Garbarino	Hus
John Fraser	Hus
Jack Jensen/ Dan Jensen	Suz
Richard Kotz	Hon
John Wallace/ Craig Filmer	Hus
Ben Moser/ John Knox	BSA

INDOOR SHORT TRACK
Klamath Basin M/C Assn.
Klamath Falls, Ore.
Klamath County Fairgrounds
Mar. 17, 1973
by Ilene K. Scott

125 B MAIN	
Bill Block	Suz
Rick Klemek	Zun
Mike Palumbo	Suz
125 A MAIN	
Don Ganoung	Yam
Quintin McBain	Yam
Paul Hug	Suz
200 A MAIN	
Randy Melton	Bul
Ron Sandusky	Suz
Lee Gifford	Bul
250 A MAIN	
Jack LeRoy	Oss
Cliff Crawford	Oss
Bob Owen	Mon
125 TROPHY DASH	
Don Ganoung	Yam
200 TROPHY DASH	
Randy Melton	Bul
250 TROPHY DASH	
Jack LeRoy	Oss
SWEEPSTAKES	
Jack LeRoy	Oss
125 "GRUDGE" RACE	
Treve McReynolds	Suz
250 "GRUDGE" RACE	
Cliff Crawford	Oss

HILLCLIMB
Campbell M.C.
Mar. 18, 1973
by W. H. Spencer

250 NOV	
Jeff Faria	Oss
Vince Bertolucci	Bul
Fred Trifilo	Bul
250 JR	
Mario Luccia	Mon
Richard Wingate	Kaw
250 EX	
Jim True	Oss
Frank Durso	Kaw
350 NOV	
Ray LaMaster	Hon
John Hampton	Hon
350 JR/EX	
Lee Dugas	Hon
Ed Lander	Hon
500 NOV	
Vince Bertolluci	Yam
Gene Schuller	BSA
500 JR/EX	
Rex Hovey	BSA
Marv Warner	Yan
650 NOV/JR	
Harold Grantam	Tri
Al Faria	Tri
650 EX	
Robert Terrill	Tri
Manuel Pnoti III	Tri
750 NOV/AM	
Rex Hovey	BSA
Geo Scarpenti	BSA
750 EX	
Jim True	H-D
Al Ponti	Tri
Joe Ponti	Tri

HARE SCRAMBLES
Pony Experss Monument, Utah
Desert Striders
Mar. 11, 1973
by Terry Newfarmer

OPEN EX	
Preston Gerber	Bul
Bruce Hacking	Hus
250 EX	
Kerry Fowler	Bul
Don Fuller	Bul
Steve Burgess	Yam
200 EX	
Tom Dickerson	Puc
Mike Waters	—
Wayne Spencer	Pen
OPEN AM	
Terry Dickerson	Suz
Jerry Benson	—
250 AM	
Dean Roberts	Bul
Dale Blood	—
200 AM	
Frank Harrison	—
Dan Lawton	Pen
125 AM	
Bruce Kerner	—
Dave Haven	—
100 AM	
Noel Green	Hod
Terry Newfarmer	Pen
OPEN NOV	
Bob Miller	—
250 NOV	
John Conners	Bul
200 NOV	
Gordon Staner	—
125 NOV	
Tagg Guio	—
100 NOV	
Gary Curtis	—

ENGLISH TRIALS
Bakersfield Pits
Mar. 18, 1973
by Paul Fuller

AM	
Jean Fradette	
Whitey Webb	
Larry Melton	
NOV B	
David Keesling	
Joe Comer	
Bob Thomas	
NOV A	
Marvin Woolard	
Ron Cash	
Gary Bergman	
Jim McIntosh	
Kip Webb	
KIDS	
Fred Bear	
Darla Smith	
Jimmy Robinson Jr.	

MOTOCROSS
Klamath Basin Motorcycle Assn.
Klamath Falls, Ore.
Mar. 11, 1973
by Ilene K. Scott

MINI-MINI	
Craig Coffman	Hon
Ken Scott	Suz
Ken Felsinger	Hon
MINI	
Kevin Scott	Yam
Tim Munjar	Yam
Jeff Hunt	H-D
100	
Greg Jangala	Kaw
Dan Hartsfield	Yam
Loran Felsinger	Yam
125 AM	
Mitch Kirkpatrick	Yam
Frank Shipman	Suz
Joe Hunt	H-D
125 EX	
John English	Yam
Kevin Coffman	Yam
Chuck Hagen	Yam
200 EX	
Rocky Warner	Kaw
John Goddard	Suz
Jim Heath	Suz
250 AM	
Brian Walker	Suz
Jack Landers	Yam
George Martin	Suz
250 EX	
Terry Prince	Hus
Brad Bennington	CZ
Cliff Crawford	Suz
OPEN	
John English	Yam
Dan Meeker	Yam
Les Loraditch	Suz

D-35 TOP 25 MX RIDERS

BANTAM	
Vince Clark	275
Jim Flowers	132
Jack Keese	119
Bill Keese	111
Mike ReHorn	108
Larry Greer	107
Bob Haroth	97
John L. Rogers	94
Pat Barnett	67
Ray Marshall	61
Mike Barnett	56
Mike Wichersham	52
Mike K. Wilson	47
Greg Higgins	46
Scott Hardesty	41
Steve Stewart	41
Mark Franklin	36
Joe Nunez	35
Randy Oxbarrow	35
M.J. Getchel	32
Scott Huffman	31
David Gomez	30
Stuart Lilly	29
Bill Howard	28
Gary Concellos	24
SMALL	
Billy Woods	166
David Czerwinski	162
Sherman Schneller	128
Stanley Clay	93
Payy Klassen	79
Mark Taylor	79
Brett Yager	70
Mike Martin	61
Phil Fortney	57
Mike Anderson	53
Jim Sunderland	52
Robert Crabtree	51
Ron Beardsley	45
Brad Baker	44
John Grossini	41
Jack Franklin	41
Leroy Cushway	37
Gene Kaperlain	33
Mike Hampton	31
Ron Redding	31
Tom Bass	30
Steven Delaire	30
Dennis Miles	28
Steven Rotondo	28
Randall M. Lewis	25
LARGE	
Milan Garrett	195
Chuck Czerwinski	142
Bob Rogers	139
Duane Garrett	133
Dan Hensley	84
Harvey Wynne	74
Scott Frisby	63
Roy Otto	63
Cliff Gentry	55
Ray Marshall	47
Joe Cushaway	39
Tim Kochhciser	37
David Czerwinski	33
Mike Knopf	31
Bill Carter	30
Lindall Terry	29
Victor K. Cambell	28
Rick Zimmerman	27
Jon Dominguez	24
Wesley Ayres	23
Mike Both	23
Ralph Crabtree	22
Randy Merrick	20
M.J. Getchel	20
D.H. Nisse	19

D-38 TT SCRAMBLES
Dehesa Raceway
San Diego, Calif.
Mar. 18, 1973
by Don Larsen

100 NOV	
Mike Cardenas	
125 NOV	
Tim Melanchon	
125 AM	
Brent Knaver	
125 EX	
Billy McElyear	
250 NOV	
Monty Roberts	
250 EX	
Pat Guthrie	
OPEN NOV	
Steve Gall	
OPEN EX	
John Caldwell *	
Archie Ortega *	
* Tie	

CRC MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
Mar. 25, 1973
by The Shadow

POWDER PUFF	
Johanna Stenersen	DKW
Annabella Wood	Hod
Cheryl Grigsby	Hon
60cc MINI	
Jeff Holter	Suz
70cc MINI	
Kurt Sofka Jr.	Yam
Davee Collins	Hon
Michael English	Hon
250 SR	
Cylde Grizzle	Yam
Jeff Borden	Mon
Tony Duni	CZ
OPEN SR	
John Allison	Yam
Lou Massello	Hus
250 INT	
Steve Cram	CZ
Mike Coomds	AKS
Craig Johnson	CZ
125 INT/SR	
Leonard Mellgren	Pen
James Howes	Yam
250 NOV	
Bobby Morse	Yam
Gray Little	CZ
Don Stenersen	CZ
Kurt Sofka	Yam
Ralph Tolli Jr.	CZ
George Sepeda	Yam
OPEN NOV	
Tom Lansford	Bul
Bruce Slingerland	CZ
Guy Erickson	Mai
G. Foreman	Suz
VETERANS	
M. Akin	CZ
Art Meyer	Yam
Lou Mayers	Mon
OPEN BEG	
Clay Shampoe	Suz
Bill Wooton	Hus
Roger Cooper	Mai
David Dixon	Bul
Mike Stell	Mai
Lee Evans	Hus
250 BEG	
Larry Spurgeon	Yam
Eyic R. Anderson	Oss
Benny Hicks	Yam
Rick Deford	Hus
Clay Shampoe	Suz
Bob Highsmith	Hon
Mark Rohm	CZ
Jack McCormick	Yam
John Hill	Hon
250 BEG UNDER 16	
Cam Schutt	Suz
Marvin Hjalmarson	Yam
Scott Mooneyham	Hus
100 NOV	
Joe Filippi	Hod
Jim Allison	Yam
Richard Glass	Hod
125 NOV	
Morgan Furlong	DKW
Barry Sewell	Puc
Dave Westoner	Pen
125 NOV UNDER 16	
Rick James	Pen
Gary Fumia	Yam
Ralph Garcia	CZ
125 BEG	
Mark Lepley	Yam
Ron Grigsby	Hon
Bruce Parker	Yam
125 BEG UNDER 16	
Scott Pittillo	CZ
John Smith	Bul
Mike Dannelley	Pen
100 BEG	
Ronnie Kitching	Hon
Larry Cooper	—
Geoff Singer	Pen
Dennis Sewell	Hod

Ray Wallace outlasted mud, rain and all the other 125 Novices with fast, clean rides in CRC motocross at Arroyo.

Yahoo! Soaring replaces motocross over the famous (notorious?) Baymare jump. — Art Cox Photo.

AMA & MSMRA MOTOCROSS
Missoula, Montana
Mar. 18, 1973
by Rita Hansen

MINI BIKES	
Dan McChesney	Suz
Mike Benson	—
Joe Taurman	Hon
0-150cc NOV	
Mike Benson	Yam
Stacey Auch	—
John McViccars	—
OPEN CLASS NOV	
Dave Keltz	Suz
Bob Ross	—
Ray Waliser	—
100cc EX	
Williams	—
John Jackobson	—
Jackson	Pen
125cc EX	
John Kaufman	Yam
Bill Kaufman	Yam
Rick Gage	—
250 EX	
Mark Ggyo	Yam
Mike Hansen	Yam
Steve Spence	Yam
OPEN EX	
Dan Huls	Mai
Dave Manning	—
Don Taurman	CZ

MOTOCROSS
Medford MX Park
Medford, Ore.
Mar. 18, 1973
by Mike Starr

MINI MIDI	
Kevin Anderson	Bon
Mel Sample	Hon
Norman Clouser	Hon
KIDS 100	
Mark Matthisen	Yam
Dennis Pool	Yam
Jeff Cambell	Hod
125 JR	
Dennis Arelson	Bul
Greg Coumas	Pen
Nancy Thomas	Pen
125 SR	
Eddy Arnold	Pen
Kevin Coffman	Yam
Randy Wing	DKW
200	
Tom Robinson	Pen
Bob Thiel	Pen
Bruce Harshman	Pen
250 JR	
Dennis Axelson	—
Don Sutphin	Oss
250 SR	
Bob Decker	Pen
John English	Oss
Gordon Brown	—
OPEN JR	
Harold Mitchell	Mai
Jim Farrar	Yam
Rick Nelson	Yam
OPEN SR	
Wayne Beelier	Yam
Darrell Bounds	Yam
Jim Fouts	Hus
OLD MANS RACE	
Doug Coffman	Hon
Robert Webster	Yam
Larry Hackwork	Pen
MONEY RACE	
Bob LaFontaine	Mai
Bob Decker	Pen
Wayne Wallace	Yam

MOTOCROSS
Sprillway Park
Santa Maria, Calif.
Mar. 11, 1973
by Mike Anderson

100 JR	
Evan David	Suz
Gary O'Roark	Yam
Greg Sanders	Suz
125 JR	
Barry Littler	Hus
Bob Winters	Pen
Robert VanDeVauter	—
125 SR	
Vincent Clark	Suz
125 INT	
Pat Barnett	Pen
Mike Wickersham	Yam
Jim Flowers	Puc
250 JR DIV A	
Joe Lowry	Mai
Mike Dotson	Suz
Mike Cook	Suz
250 JR DIV B	
Bob Guglielmelli	Mai
Steve Delaire	CZ
Kenny Dueck	Suz
250 INT	
Jim Sunderland	Yam
Gary Concellos	Suz
250 SR	
Rick Long	Yam
Stanley Clay	Mai
Brett Yager	Bul
OPEN JR	
Chris Johnson	Yam
Steve Boyd	Hus
Bob Phebus	CZ
OPEN INT	
Duane Garrett	Hus
Allen Griswold	Yam
OPEN EX	
David Czerwinski	Mai
Sherman Schneller	CZ
Joe Cushaway	CZ

MOTOCROSS
Lucky Spokes M.C.
Vancouver, Wash.
Mar. 18, 1973

DIV 1	
100cc	
Steve Small	Yam
John Wilson	Hon
Robin McCallister	Kaw
125cc	
Roger Storm	Yam
Tim Brewer	Hus
Tim Neale	Yam
500cc	
Byron Bates	Yam
Ted Bottemillen	Hon
Tom Jette	Yam
DIV 2	
100cc	
Brian Bolton	Kaw
Richard Mscichawki	—
Rob Smith	—
250cc	
Ray Shanafelt	CZ
Mike Johnson	Kaw
Gary Street	Yam
500cc SR	
Robby Ohgn	CZ

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 23, 1973
by Dale Teubner

MINI	
Tom Schoney	Hon
Davee Collins	Hon
Dallas Rebello	Yam
SUPER MINI	
Eddie Lawson	Ind
Jeff Wilson	Hon
Mike Nicklaus	Hon
100 JR	
David Oller	Hon
Mike Nicklaus	Hon
Jeff Wilson	Hon
125 JR	
Mark Civello	Suz
Stan Jacklin	Bul
John Currie	Pen
250 JR DIV I	
Rob Raymer	CZ
Rusty Spencer	Yam
Jim Rader	Yam
250 JR DIV II	
Rick Sanders	Suz
Wayne Melanson	Hon
Ross Thompson	Yam
500 JR	
Craig Dougan	Suz
Rodger Monreal	Hus
Cal Datour	Mon
125 INT	
Charles Currie	Bul
David Daume	Pen
Barney Newman	Mon
125 SR	
Dave Miller	Spl
Butch Waymire	Yam
Rick Bean	Pen
250 INT	
Brad Lynch	CZ
Chris DeBoer	Suz
Jack Hazard	Yam
250 SR	
Ray Topham	CZ
Morris Malone	Hon
Bruce Baron	Hon
500 SR	
John Fackler	CZ
Darrel Sutherland	Mai
Erik Strommer	CZ

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Mar. 24, 1973
by Dale Teubner

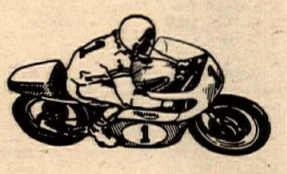
MINICYCLES	
John Gless	Hon
Jim Ball	Hon
Brian Fountain	Yam
100 JR	
John McGonigal	Yam
Jeff Heigl	Yam
Greg Fountain	Yam
125 BEG	
Gary Peterson	Yam
Bryan Cathey	Pen
Don Pettingill	Yam
Robbie Wood	Suz
VERY VIRILE VETS	
Shay Huffman	CZ
DeWayne Start	Suz
Jim Newman	Kaw
250 INT	
Dave Carlson	CZ
Bob Bland	CZ
Elbert Turner	Yam
250 BEG	
Ray Simmons	CZ
Glenn Glass	Yam
John Hanna	Suz
125 JR	
Dennis Cathey	Bul
Chris Clark	Bul
Eduardo Garcia	Puc
250 JR	
Don Bongiorno	Hon
Eddie Johnson	Yam
Gary Owens	CZ
500 JR	
Ron Long	CZ
Ron Ryer	Hus

★★★★★★★★

TOP 25 NATIONAL POINT STANDINGS
in order

KENNY ROBERTS	265
GARY SCOTT	222
JIMMY ODOM	200
MIKE HANEY	150
PAUL SMART	150
KEL CARRUTHERS	144
RANDY SCOTT	120
JIM EVANS	120
GARY NIXON	120
DICK MANN	106
MIKE KIDD	90
DON CASTRO	74
DON EMDE	72
CONRAD URBANOWSKI	65
DAVE HANSEN	60
DAVE ALDANA	60
GARY FISHER	60
MARK BRELSFORD	50
BUCK BORON	50
PAUL BOSTROM	40
FRED SMITH	40
HURLEY WILVERT	40
SONNY BURRES	30
DAVE LAWSON	30
DOUG SEHL	30

★★★★★★★★



MOTOCROSS
CMC North
Livermore, Calif.
Mar. 18, 1973
by Steve Castillo

MINI	
M. Olund	Yam
T. Macchiarella	Hon
R. Del Fiorentino	Ste
100 JR	
S. McKay	Hon
T. Steiger	Hon
C. Narog	Hon
125 JR DIV I	
R. Lancaster	Mon
S. Young	Pen
R. Nielson	Yam
125 JR DIV II	
S. Simons	DKW
P. Paya	—
D. Davis	Bul
125 INT	
K. Adamson	Hus
A. Croft	Yam
S. Finely	DKW
125 SR	
R. Self	Suz
B. Willis	Pen
J. Keise	Bul
250 JR DIV I	
B. Marchbank	Yam
C. Miller	Yam
D. Robison	CZ
250 JR DIV II	
G. Stiefel	CZ
J. Simmons	Bul
P. Bierwith	Hus
250 JR DIV III	
M. Means	Bul
J. Nugent	CZ
J. Norris	CZ
250 INT	
K. Reeg	Bul
L. Macchiarilla	Hus
J. Cooper	—
250 SR	
H. Halbach	CZ
P. Klassen	CZ
J. Turner	CZ
OPEN JR DIV I	
M. Urban	Yam
P. Bierwith	Hus
R. Blair	Hus
OPEN JR DIV II	
B. Marchbank	Yam
S. Potts	—
C. Weems	Mai
OPEN INT	
B. Poulos	Mai
J. Frey	Hus
J. Mullins	Hus
OPEN SR	
R. Powell	Hus
S. Griffin	Mai
J. Shrier	Mai

CMA MOTOCROSS
Sea View Cycle Park
Salton Sea, Calif.
Mar. 25, 1973

MINI DIV I	
D. Jackson	
T. Schoney	
M. Woods	
MINI DIV II	
D. McKinney	
J. McManus	
POWDER PUFF	
M. McDougal	
M. Canela	
100 DIV I	
J. McManus III	
J. Burge Jr.	
J. Canela	
100 DIV II	
T. Martin	
M. Martin	
K. Trask	
100 DIV III	
R. Emmal	
125 DIV I	
G. Grimes	
K. Sanders	
125 DIV II	
R. Taylor	
B. Cole	
175	
R. Sigars	
J. Reynolds	
250 DIV I	
C. Taylor	
B. Mamer	
250 DIV II	
D. Kinda	
P. Johnson	
M. Wright	
B. Colletti	
OPEN	
C. Dougan	
D. Dietzel	
J. Turner	

MOTOCROSS
Tahoe — Carson M.C.
Carson City, Nev.
Mar. 25, 1973

100 NOV	
Denny Pyeatt	Pen
Mike Marshall	Hon
Keith Daviar	Hon
POWDER PUFF	
Jan Thorson	Hus
Sue Murphy	Pen
Hermaline Wicks	Zun
125 NOV DIV I	
Kenneth Voet	Hus
Sam Penrod	Zun
Chris Vail	Hus
125 NOV DIV II	
Mike Mason	Mon
Doug French	Hus
Rich Shelly	DKW
250 NOV DIV I	
Tom Bragdon	Yam
Max Mull	CZ
Gary Jones	Bul
250 NOV DIV II	
Casey Vail	Mai
Bill Heller	CZ
Gary Vance	Hus
OPEN NOV DIV I	
Robert Woodsford	Mai
Jon Ivans	Hus
Dennis Bergy	Hus
OPEN NOV DIV II	
Carlo Audisio	Mai
Maurice Sanchez	Bul
Jeff Hibbard	Mai
125 AM	
Danny Olsen	Hus
250 AM	
Craig Fedder	CZ
Gary Ceragioli	Bul
250 EX	
Steve Thompson	Mai
Dick Gabe	CZ
Lonnie Murphy	Pen
OPEN AM	
Joe Hathaway	Mai
Ron Nahas	Hus
OPEN EX	
Randy McCoy	Mai
Charlie Marshall	Mai

MOTOCROSS
CMC North
Livermore, Calif.
Mar. 4, 1973
by Steve Castillo

MINI	
M. Olund	Yam
T. Macchearella	Hon
D. Dobbins	Hon
125 JR	
F. Adolph	Hon
R. Hartley	Hod
M. Lenz	Hon
125 JR DIV I	
T. Oliver	Pen
L. Sanda	Bul
G. Gebhart	Bul
125 JR DIV II	
S. Barguacchi	Hus
R. Lancaster	Mon
D. Hann	Puc
125 INT	
M. Amaral	Yam
125 SR	
B. Willis	Pen
D. Scott	DKW
R. Weilding	—
250 JR DIV I	
D. Hack	CZ
M. Dutra	Yam
W. Mege	Yam
250 JR DIV II	
D. Morgan	Bul
B. Terwilliger	Kaw
T. Hauth	Bul
250 INT	
S. Sneider	—
J. Silva	—
J. Combs	—
250 SR	
E. Brown	Hon
B. Verbiscio	CZ
R. Powell	Hus
OPEN JR DIV I	
A. Mitchell	Hus
C. Weems	Mai
B. Cobler	—
OPEN JR DIV II	
R. Blair	—
F. Tabor	—
G. Gmelin	—
OPEN INT	
D. D. Reinmuth	Hus
Gregg Doran	—
OPEN SR	
J. Turner	CZ
Ron Self	Mai
S. Byers	Bul

CRC
Dist. 37 Motocross
Deadman's Point
Apple Valley, Calif.
Sun., Mar. 18, 1973
by The Shadow

125 AM/EX	
Ken Mathis	Suz
Clay Masters	DKW
250 AM/EX	
Mark Cook	Bul
Chris DeBoer	Suz
Gary Knieper	Ric
OPEN AM/EX	
Randy Scott	Mai
Troy Hallis	CZ
Ken Markling	Suz
OPEN NOV	
Tim Tingle	Mai
Frank Fitzgerald	Hus
George Spellman	Suz
Lee Jouglard	Bul
250 NOV	
Bob Welch	Yam
Fred Griego	CZ
John Kubat	CZ
Donald Lewis Jr.	Hus
Bennie Vallijas	Yam
125 NOV DIV I	
J.C. Ray	Yam
Ken Park	DKW
Ken Jenner	Bul
125 NOV DIV II	
Brad Carter	Yam
Tim Walker	Hod
Bob Carlson	Yam
MINIBIKE	
Mark Larnkjaer	Suz
D. Leach	Hon
Gilbert Avila	Yam

CRC MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
Sat. Mar. 17, 1973
by The Shadow

250 BEG	
Dave Turnquist	CZ
Don Urbanek	Mon
Wayne Sanger	Yam
250 NOV	
Kevin Callaway	Yam
Ken Tekut	Suz
Frank Hicks	Mai
OPEN CLASS	
Kenneth Seaman	Yam
Vern Gregg	Yam
James Loftus	Suz
250 INT	
Brad Eyre	Puc
Larry Kreie	CZ
100 BEG	
Scott Wilson	Yam
George Forte	Yam
Kevin Dick	Yam
MINIBIKE	
Glen Licon	—
125 BEG	
Bill Wagner	DKW
Terry Hicks	DKW
ROn McFadden	Yam

MOTOCROSS
Lake Madera, Calif.
Explorer Post 305
Mar. 18, 1973

MINI BIKES	
Jeff Parker	
Tom HOward	
Rodney Rath	
100cc JR	
Randy Butler	
David Holland	
Donald Franklin	
125cc JR	
Bobby Winters	
Sam Holland	
Bill Howard	
100-125 SR/INT	
Pat Barnett	
Hale Hansen	
250 JR DIV I	
Brad Baker	
Rick Worth	
Ed Ward	
250 JR DIV II	
Dennis Strong	
Wes Lowry	
Dan Hirtle	
250 INT	
Phil Taylor	
Robert Crabtree	
250 SR	
Mark Tayler	
Jim Franklin	
OPEN JR	
Victor Campbell	
Guy Presson	
Johnny Paulo	
OPEN INT/SR	
Jack Franklin-1st SR	
Milan Garrett-2nd SR	
Don Hensley-1st INT	
Cliff Jentry-2nd INT	

BAYMARE MOTOCROSS
Somis, Calif.
Mar. 25, 1973
by Barbara Robinson

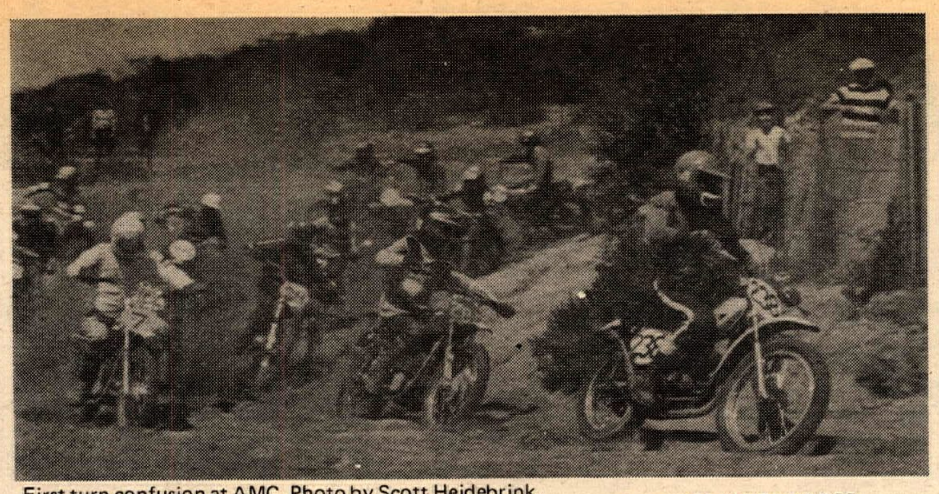
100 JR -5	
Gary Rubert	Yam
Rick Grant	Yam
100 JR +5	
Jim Hardesty	Pen
Jeff Drummer	Yam
125 JR -5	
Tom Parker	Pen
Brad Himmelwright	DKW
125 JR +5	
Danny Burgess	Suz
Mark Miller	Suz
125 EX	
Tim Jones	Suz
Tom Grant	Yam
250 JR -5	
Brad Anderson	CZ
Gary Perkins	Hus
250 JR +5	
Chuck DeWitt	CZ
Mike Jenkins	Suz
250 INT	
Mike Peddicord	Suz
250 EX	
Von Peterson	Mai
Mike Brown	Yam
Kent Reed	CZ
OPEN JR -5	
Richard Withers	—
Carl Stewart	Suz
OPEN JR +5	
John Lewis	Mai
Gary Cole	Mai
OPEN INT	
Chris Crowell	CZ
OPEN EX	
Bob Schwartz	CZ
R. Cerasolo	Bul
OLD TIMERS EX	
Bill Todd	Mai
Vidar Anderson	Mai
OLD TIMERS AM	
Manny Dauber	CZ
Don Carey	Yam
OLD TIMERS NOV	
C.V. Green	AJS
Jim Warden	Yam

MWRC MINIS
Saddleback Park
Mar. 25, 1973

MINIBIKE	
1-3.9 HP	
Randy Bennett	Tar
Steve Zimmerman*	Tar
Ricky Smittle*	Tar
4-6.9 HP	
Todd Peterson	Hon
Randy Bennett	Tar
Roy Kennedy	Hon
7HP & OVER	
Todd Peterson	Hon
Don VanTassell	Bon
Eddie SanRoman	Bon
MINICYCLE	
STOCK	
Don VanTassell	Hon
Pat Richman	Hon
Ricky Simmons	Hon
STOCK	
Jimmy Simmons	Hon
Kevin Ketzel	Yam
Lee O'Neal	Yam
0-60cc	
Ricky Smittle	Yam
Steve Zimmerman	Yam
Tim Pfutzenreater	Yam
0-60cc	
Jamie Oliver	Tor
Billy Monteleone	Yam
Pete Simpson	Yam
61-80cc	
Sterling Cogar	Yam
Todd Peterson	Ind
Renee' Payen	Hon
61-80cc	
Dean Kako	Hon
Billy Jewitt	Hon
John Irwin	Hon
61-80cc	
Pat Richman	Hon
Shon Anderson	Hon
Jimmy Simmons	Hon
61-80cc	
Mark Finney	Hon
Bob Gutierrez	Hon
Gary Milhoan	Ind
81-120cc	
Todd Peterson	Ind
Pat Richman	Hon
Shon Anderson	Hon
POWDER PUFF	
Pam Bennett	Gem
Dawn Voyer	Yam

*Denotes Tie

Danny Burgess peeks at photographer Barbara Robinson out of the corner of his goggles.



First turn confusion at AMC. Photo by Scott Heidebrink.

AMCers go up and down and back and forth. Photo by Scott Heidebrink

RESULTS

MOTOCROSS
Owyhee M.C.
Boise, Idaho
Mar. 18, 1973

125 B	
Allean Webb	Puc
John Chase	Yam
Doug Stone	Puc
125 EX	
John Sparks	Hus
Row Penton	Pen
Buster Aguilar	Hus
250 B	
Joe Bidegameter	Mai
Perry Chase	Bul
Rob Hoelzle	Yam
250 EX	
Dan Gearing	Ric
Dan Rink	Ric
Randy Rentzel	Mai
OPEN B	
Tony Scott	Mai
John Poncia	Mai
Scott Rae	Hus
OPEN EX	
Jim Cloninger	CZ
Leroy McBonough	Hus
MINI B	
Jerry Gallegos	Rup
Bret Chase	Hon
MINI NOV	
Jerry Wright	Hon
Loren Shockey	Yam
Butch Richardson	Hon
POWDER PUFF	
Pam Chase	Yam
Laraeo McClintic	Yam

DALLAS INTERNATIONAL PROFESSIONAL MOTOCROSS
(One Class Only)
Dallas, Tex.
April 1, 1973

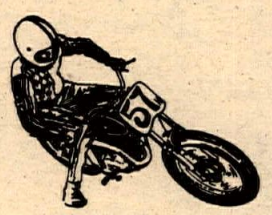
1. Gary Jones	Hon
2. Jeff Kring	Bul
3. Shan Moore	CZ
4. Rocky Timmons	Yam
5. Allen Dye	Kaw
6. Marty Tripes	Hon
7. Jim Winnett	Kaw
8. Dave Hickman	Bul
9. Dave Nielson	CZ
10. Mike Johnson	Yam
11. Mike Hennessy	CZ

CRC MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
Mar. 24, 1973
by The Shadow

100 BEG	
Glen Tanaka	Suz
David Wilson	Yam
Wally Viles	Hod
100 BEG UNDER 16	
Mark Ruelas	Suz
Kevin Dick	Yam
Joe Baldinvia	—
Rick Thomas	Yam
125 BEG UNDER 16	
Terry Nayes	Yam
Dan Moon	Hod
Art Stapletan	Yam
MINI	
Kurt Sofka Jr.	Yam
Greg Swan	Yam
125 NOV	
Mark Wronski	DKW
John Wilson	Hod
Dennis Rose	Car
250 NOV	
Brad Catcott	CZ
Kurt Sofka	Yam
David Rowley	Hon
James Dougherty	Mon
250 BEG	
Mitch Weissbein	Suz
Bill West	Oss
Bob Jarrett	Yam
Glen Tanaka	Bul
Tom Hampton	Yam
Jake Kuiken	Bul
Tim Dedmon	Yam
Chuck Pluim	Yam
OPEN BEG	
Wayne Muller	Yam
Charlie Guinn	Hus
Brian Church	Suz
250 SR	
Tim Holm	CZ
Ray Topham	CZ
David Hopkins	CZ
INT	
Bob Stabile	Hon
Steve Rotoudo	CZ

MOTOCROSS
Escape Country
Trabuco Canyon, Calif.
April 1, 1973

100 1st DAY	
Paul Needles	Hod
Jon Hewitt	Yam
Paul Fox	Suz
100 BEG	
Andy Graham	Yam
Kirk Ikeda	Yam
Mike Nicklaus	Hon
100 NOV	
Jeff Wilson	Hon
Mark Freeman	Yam
Mike Warne	Yam
MINI 1st DAY	
Larry Carr	Hon
Vic Barton	Yam
MINI BEG	
Brian Wagner	Hon
David Gola	Yam
Duke Ames	Hon
MINI NOV	
Bob Quintin	Hon
Ron Utaski	Hon
125 INT	
John Salinsky	Suz
125 EX	
Kevin Crawford	Hod
Norm Bigelow	Bul
Bill Henderson	DKW
100 EX	
Kevin Crawford	Hod
OPEN INT	
Bill Stubs	CZ
OPEN EX	
Ken Estep	BSA
Mike Reber	CZ
250 INT	
Frank Steiner	Yam
Alan Cheever	CZ
250 EX	
Bill Henderson	CZ
Larry McCarty	Bul
OPEN 1st DAY	
Todd Partin	Hus
Bruce Prall	Suz
OPEN BEG	
Ned Joy	CZ
Dave Brown	Yam
OPEN NOV	
Mark Lisenby	Yam
Charles Beck	Mai
Fred Nelson	Mai
250 1st DAY	
Bob Jones	Hon
Don Carnes	Suz
Tom Clark	Suz
250 BEG	
Toby Kovaloff	CZ
Tom Cross	Suz
Richard Miller	CZ
250 NOV	
Robert Lowe	CZ
Ben Francis	Yam
Bob Decker	Yam
175 NOV	
Kelly Walker	Suz
POWDER PUFF	
Gale Duhe	Yam
Nancy Harris	Yam
175 1st DAY	
Dave Appel	Yam
175 BEG	
Charles Blackman	Yam
125 1st DAY	
David Evans	Yam
Jon White	Yam
Mike Sullivan	Bul
125 BEG	
Harold Heriford	Suz
Scott Cavness	Bul
Luc Deley	Suz
125 NOV	
Oscar Jackson	Hod
Phil O'Dell	Pen
Jeff Brusseau	Pen



AMC MOTOCROSS
Miramar, Calif.
Mar. 31, 1973

100 BEG	
Pat Haworth	Yam
Gary Bezer	Yam
Rod Guinto	Suz
125 BEG	
Jon Hale	Suz
Michael Landegent	Yam
Dave Beamon	Yam
125 NOV	
Richard Weigele	Suz
Russell Innes	Yam
Daniel Bruce	Pen
250 BEG	
Mike Allen	CZ
John Lunn	Suz
Peter O'Rourke	CZ
250 NOV	
Tom Williams	Suz
Delano Hale	Suz
Doug Prum	Suz
250 JR	
Brad Lord	CZ
Russell Wilson	CZ
OPEN BEG	
Ron Habecker	Mai
Earl Nichols	CZ
Dan Bailey	Suz
OPEN JR	
Jeff Mathews	AJS
EX	—
Tim Barlow	
OPEN NOV	
Charlie Shunk	Hus

ROUGH SCRAMBLES
Hot Springs, Utah
Feb. 18, 1973
by Terry Newfarmer

OPEN EX	
Frank Myers	
Eric Gray	
Preston Gerber	
250 EX	
Van Larson	
Ken Archibald	
200 EX	
Bob Plumb	
Mike Droscher	
125 EX	
Ken Moore	
Greg Harrison	
100 EX	
Frank Fokkema	
David Crandall	
Terry Borden	
OPEN AM	
Milton Larson	
Richard Allen	
250 AM	
Randy Calder	
Guy Pierce	
200 AM	
Tod McNeil	
Steve Thornton	
125 AM	
Dan Treece	
Gaylon Creshaw	
100 AM	
Robert Borg	
Pieter Fokkema	
OPEN NOV	
Henry Holmes	
250 NOV	
Russel Neilson	
200 NOV	
Kirk Holmes	
125 NOV	
Brook Chase	
100 NOV	
Ted Allen	

SHORT TRACK & HALF-MILE
Corona Raceway
Corona, Calif.
Mar. 28, 1973
by Elaine Jones

SHORT TRACK	
MINI	
Mark Scroggins	Hon
Ronnie Hattendorf	Hon
Joey Tucci	Hon
100 NOV I	
Richard Shook	Yam
Joe Horton	Yam
Robert Gerbasi	Yam
100 NOV II	
Robb Rice	Yam
Jon Elinsky	Yam
Scott Schnell	Hon
100 AM/EX	
Vince Mead	Kaw
Wayne Rainey	Suz
Troy Fisher	Kaw
125 NOV	
Steve Stiensma	Yam
Donald Flowers	Yam
Nelson Fonte	Yam
125 AM/EX	
Steve Okuda	Gem
Kip Johnston	Kaw
Rick Anderson	Yam
175-200	
Hal Cheetwood	Bul
Jim Wright	Bul
Casey McClintock	Bul
250 NOV I	
John Matherson	Bul
Gregg Wilhite	Yam
Rudy Williams	Bul
250 NOV II	
Bill Carpenter	Yam
Mike Burgett	Bul
Ken Mackert	Yam
250 AM/EX	
Dan McWhorter	Mon
Hal Cheetwood	Bul
Dennis Junker	Mon
OPEN NOV/AM	
Jim Wright	Bul
John Sandona	Yam
Brian Hobart	Yam
OPEN EX	
Rob McEwen	Yam
Dennis Junker	Yam
Mike Thomas	Yam
HALF-MILE	
100 NOV	
Bill Matherson	Hod
Robert Gerbasi	Yam
Terry Singleton	Hon
100 AM/EX	
Robert Murray	Kaw
Vince Mead	Kaw
Troy Fisher	Kaw
125 NOV/AM/EX	
Rick Andersen	Yam
Donald Flowers	Yam
Nelson Fonte	Yam
250 AM	
Sparkie	Yam
Rick Goade	Bul
Mel Stoner	Yam
250 EX	
Dave Racine	Hon
Rob McEwen	Yam
Jerry Greer	Yam
OPEN NOV	
Jim Creger	—
Mark Dolce	Tri
Bill Frees	Mai
OPEN AM	
Jim Wright	Bul
Dave Lujan	Kaw
John Sandona	Yam
OPEN EX	
Rob McEwen	Yam
Bobby Johnson	Kaw
Dan McWhorter	—

TT SCRAMBLES
Perris Raceway
Perris, Calif.
Mar. 24, 1973
by Carolyn Graves

100 NOV	
Phillip Knapp	Baj
Jay Wagner	Kaw
Dean Buswell	Yam
100 NOV	
Dale Cresson	Kaw
Charlie Jones	Yam
Randy Lynch	Kaw
100-125 AM/EX	
Rex Hailey	Bul
Mike North	Kaw
Vern Maxwell	Bul
125 NOV	
Daivd Perkins	Yam
Calcin Weber	CZ
Chuck Markley	Yam
125 NOV	
Ken MacBeth	Yam
Danny E. Miller	Kaw
Charlie Jones	Yam
175-200	
Bob Friese	Hon
Bob Lynch Jr.	Bul
Steve Colford	Yam
250 NOV	
Bruce Kissack	Oss
Bill Traver	Mon
Mark Malzinger	Kaw
250 NOV	
Ron Bair	Ric
Bill Carpenter	Yam
Kevin McKelvey	Yam
250 NOV	
Ken Norris	Cop
Richard Beck	Oss
Wiley Miller	Kaw
250 AM/EX	
Dennis Creason	Bul
Jeff Coleman	Bul
Rex Hailey	Bul
NOV MOTO	
Bob Grant	Yam
Steve McMahan	Yam
Ed Yanez	Yam
NOV MOTO	
Ronny Roderick	Yam
Kent Wilson	Mai
Bill Traver	Mon
AM/EX MOTO	
Don Frauenberger	Bul
C.H. Wheat	Mai
John Sperry	Suz
MINI 1	
Pat Richmond	Hon
Joe Spangler	Ind
Ricky Livingstog	Yam

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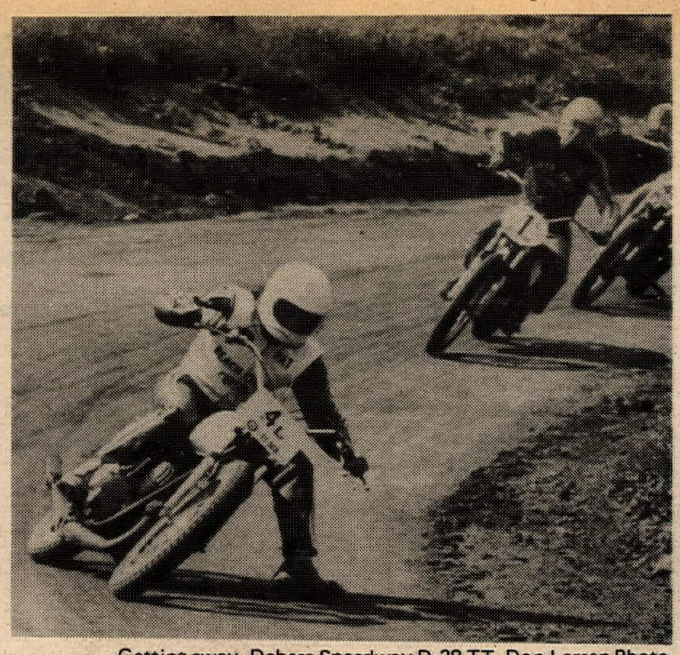
Makes Winners
From
Beginners

There was mud at the Fox Trails motocross. Jan Newman Photo.

Up, up, and away at the D-38 TT at Dehesa Speedway. Photo by Don Larsen.



Getting away. Dehesa Speedway D-38 TT. Don Larsen Photo.

MOTOCROSS
Inglewood High School
Inglewood, Calif.
Mar. 30, 1973

MINIBIKE	
Rick Miller	
Mark Lassoff	
Jim McGarvey	
MINICYCLE	
Joe Berman	
Casey Heller	
William Barno	
100	
Scott Gillespie	
Ken Lee	
David Tipp	
125	
Eddie Wright	
Jim Burns	
Dannie Oakley	
175	
Ray Benner	
250	
Dave Turk	
Curt Lessel	
Mike Purdy	

MOTOCROSS
Super-Run
Saddleback Park
Irvine, Calif.
Mar. 31, 1973

OPEN BEG	
Curtis Bishop	Yam
Bob Repp	Mai
Clyde Wason	Suz
OPEN NOV	
Bill Repp	Mai
Jerry Neukam	Yam
Roger Cook	CZ
OPEN JR	
Mike King	Yam
Scott Thompson	Mai
Shawn Morrison	Hus
OPEN EX	
Mike Plunkett	Yam
Bob Maynard	Yam
OLD TIMERS	
Rick Wattson	Mai
Mike Akin	CZ
175 BEG	
David Hornbeck	Pen
125 BEG	
Russ Balzer	CZ
Cal Retten	CZ
Keith Jenkins	Hus
125 EX	
Jeff Bunn	Pen
Kevin Crawford	Hod
250 EX	
Bill Gray	Mai
250 INT	
Greg Sokol	CZ
Gary Stokes	Mon
John Kalwert	Mai
250 JR	
Terry Hagueley	Yam
Tom Beales	CZ
Steve Hanna	Yam
250 NOV	
Don Ross	Yam
Gene Bookout	Hon
125 JR	
Joe Ruffino	Yam
Nick Ulmer	Suz
100 NOV	
Ken Burnett	Pen
125 BEG	
Bob Bealvais	Suz
Kevin Ridgeman	Pen
Paul Strickland	Pen
100 JR	
Mike Raines	Yam
Mike McCormick	Yam
100 NOV	
James Coulson	Suz
100 BEG	
Bill Barnes	DKW
Howard Miller	Ric
Jeff Heigl	Yam

125 BEG	
*Mike Eisner	Yam
Rusty Biggs	Suz
Edward Woods	Hus
MINIS	
*Dan Hrynkiewicz	Hon
Karl Anderson	—
Randy Gauvin	Hon

* Denotes trophy

MINIS
Trojan Speedway
Southgate, Calif.
Mar. 20, 1973
by Donna Zimmerman

1-3 HP MINIBIKE	
John Gregorio	Hon
8-11 JR DIV B	
Steve Zimmerman	Yam
8-11 JR DIV A	
Shon Andersen	Hon
Rex Smith	Ind
12-15	
Ricky Simmons	Hon
Renee Payen	Hon
FT JR	
Jimmy Simmons	Hon
Rex Smith	Ind
FT SR	
Steven Slatebo	Hon

MOTOCROSS
Owyee M.C. Club
Boise, Idaho
Mar. 25, 1973

125 B	
Rex Barrie	Yam
Jim Petersen	Yam
Allen Webb	Puc
125 EX	
John Pakalinka	Pen
Tim Gaskell	Suz
Lonny Wright	Yam
250 B	
Tom Stader	Yam
Larry Cobb	Yam
Rob Hoelzle	Yam
250 EX	
Leon Sackman	Hus
Randy Rezel	Mai
Dan Rink	Ric
OPEN B	
Mike Lenzi	Mai
Larry Rich	Hus
Kent Leandn	Hus
OPEN EX	
Rich Holmes	Hus
Greg Martin	Yam
MINI B	
Brent Chase	Hon
John Davis	Hon
Mike Schouane	Hon
MINI NOV	
Jerry Wright	Hon
Tom Fitgerald	Yam
Tim Gallegos	Hod

AME MOTOCROSS
Indian Dunes
Valencia, Calif.
Mar. 13, 1973
by Tom Corley

250 JR	
*Bill Price	CZ
*Bob Towman	CZ
Steve Miller	Hon
250 BEG	
*Rick Roberts	CZ
Tim Tetiva	CZ
Bill Fisher	CZ
500 JR	
*John Fenton	Suz
Mike Sheets	Suz
Jerry Bower	Bul
500 BEG	
*Bruce Averbeck	Yam
Roger Booth	Yam
Mike Johnson	Yam
100 BEG	
*Kenny Krause	Hod
Craig Parkinson	Yam
Steve Lutton	Yam
OLD TIMER	
*Ron Hendrix	—
Steve Pyle	Yam
Ed Scott	—
100 JR	
*Tony Jordan	Yam
250 JR	
John Hrynkiewicz	CZ
Rob Gorham	CZ
POWDER PUFF	
*Janice Kline	Bul
Margie Haynes	DKW
500 SR	
*Tom Simpson	Mai
Steve Rotondo	CZ
Tracy Oswell	Mai
125 JR	
*Nick Hale	Suz
Barry Nackos	Pen
Jamie Curch	Yam
125 INT	
*Jim Borden	Suz
125 SR	
*Joe Root	DKW
Gary Huber	Bul
Tom Cook	Bul

MOTOCROSS
Muntz Cycle Park
Apr. 1, 1973

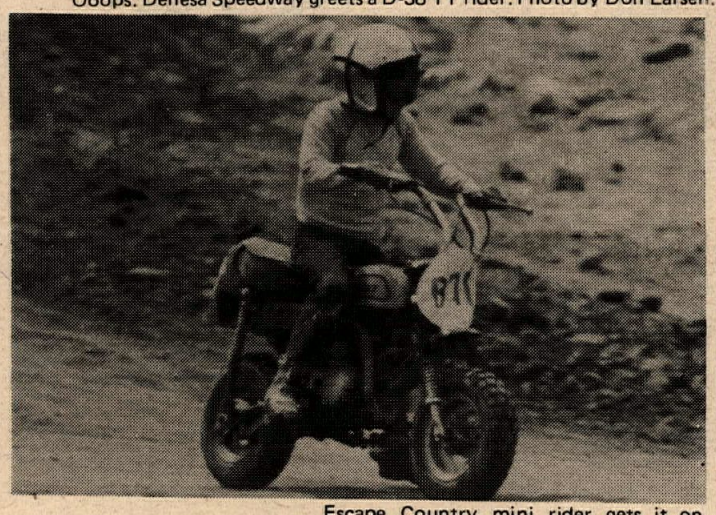
MINI 60	
Tony Loza	Yam
Jerry Little	Yam
Danny Cherrier	Yam
Kent Bernstein	Suz
MINI 80	
Jim Cote	Hon
Chris Heisser	Hon
Starr Thompson	Hon
125 BEG	
Ronnie Hornaday	Ric
Mike Pillar	DKW
Mike Lange	Yam
Mark Amendola	Yam
125 JR	
Mark Proctor	Mnk
Tony DelaTorre	CZ
Tom Morris	Pen
125 SR	
Tim Davison	Bul
Gary Dillon	Suz
Bob Smith	Pen
250 BEG	
John Godschalk	Yam
Chuck Lanazrone	CZ
Steve Daley	Yam
250 JR	
Tom Bates	CZ
Dan Dawson	Yam
Charles De Witt	Bul
Cuy Barber	CZ
Jerry Allensworth	Suz
250 SR	
Bob Archer	Hon
Ron Rose	Bul
Bob Brooks	CZ
OPEN JR	
John Wozniak	CZ
Paul Knabb	CZ
Merrill Miller	Mai
OPEN SR	
Mike Todd	Mai
Tom Claire	CZ
Ricker Mercier	Mai

AME MOTOCROSS
Carlsbad, Calif.
April 1, 1973
by Tom Corey

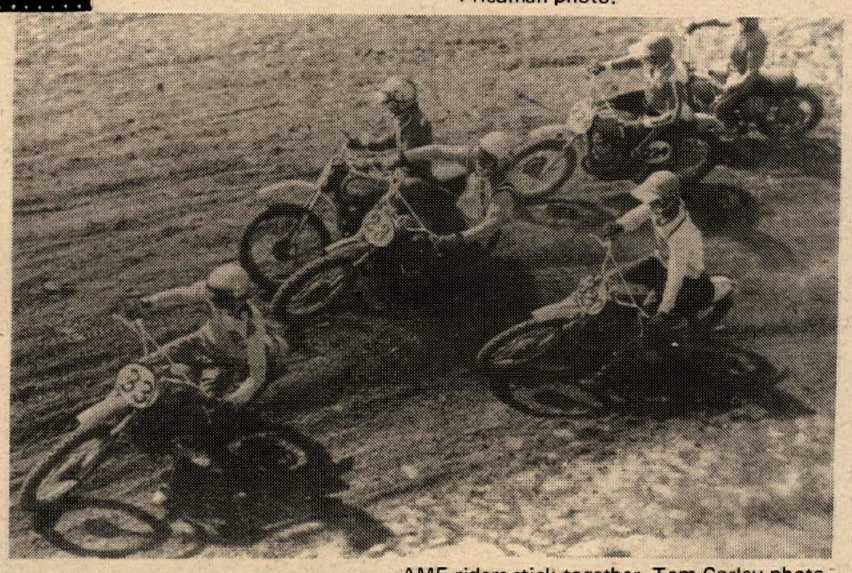
100 BEG	
Gary Denton	Yam
Corkie Moore	—
Richard Tapia	DKW
125 BEG	
Dennis Curtis	Hus
Gary Collins	Hus
Richard Landreth	Yam
MINI CYCLE	
Brad Roberts	Hon
Artie Rogers	Hon
250 BEG	
Jerry Star	Yam
Dave Hambright	CZ
Micheal Huddlestone	Hon
500 BEG	
Donald Berkhemer	CZ
Paul Webster	Hus
Bill Wootom	Hus
OLD TIMER	
G. Foreman	—
250 INT	
Greg Lee	CZ
Eric Watral	Yam
Jeff Browning	Mon
250 SR	
Jason Yodagawa	—
Jim Wilson	—
Pat Flynn	—
500 INT	
Ken Martin	Hus
George Wegner	CZ
Bob Dunsire	CZ
500 SR	
John Isott	Hus
100 JR	
Steve Castro	Hor
125 JR	
Greg Kishiyama	CZ
Dan Radlauer	DKW
Alan Karl	Yam
250 JR	
Mark Glover	CZ
David Biddlecome	CZ
Mike Tripes	Hon
500 JR	
Charles Groshek	Mai
Roger Stagg	CZ
Jackson Rogers	CZ
125 INT	
Bob Seki	Pen
Dave Martinez	Ind
125 SR	
Dave Miller	Cos. Sp
Robert Elliott	—
Jed Drummend	—

Ooops. Dehesa Speedway greets a D-38 TT rider. Photo by Don Larsen.

RESULTS



Escape Country mini rider gets it on. Friedman photo.



AME riders stick together. Tom Corley photo.

On Carlsbad's berms. Tom Corley photo.

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MOTOCROSS
AMC
Arroyo Cycle Park
Devore, Calif.
Arp. 1, 1973
MINI
Mike Bennett
John Bennett
100 BEG
Robert Marino
Scott Hanssier
Bill Kujawa
100 NOV
Mike Lasker
Richard Piotrowski
Gary Priegel
100 JR
Brian Myerscough
Jeff Ward
125 BEG
Paul Strickland
Steve Day
Rick Rolko
125 NOV
Don Carlson
Mark Brown
Gary Doyen
125 JR
Kevin Willis
Scott Crawford
Amos Deacon
125 INT
Dave Wholey
Eddie Coulter
250 BEG DIV I
Paul Vogelsang
Cal Reiten
Bill Turner
250 BEG DIV II
Steve Lyon
Gilbert Gonzales
Jim Ball
250 NOV
Jerry Diehl
Ron Nicol
Mike Patchen
250 JR
Doug Benjamin
Chris Yoder
Mark Sullivan
250 INT
Paul Hughes
Ron Bandy
Gary Stokes
250 EX
Wayne Hardcastle
Brian Hendricks
OPEN BEG
John Fry
Terry Davis
Steve Miller
OPEN NOV
David Blosser
Steve Coronado
John Domoslai
OPEN JR
Richard Mills
Gabe Gutierrez
Jim Beltinck
OPEN INT
Mike Pera
OLD TIMERS
John Miley
Rudy Senczyszyn
175 COMB.
Mark Truman
Robert Rodocker

Jim Connolly continues to show the youngsters the way in the lightweight ranks. He's too young to retire but old enough to know better.

Dick Camp Photo.

RESULTS

Bruce McDougal won the 125 Expert class, took second in the 250 in CMC-sanctioned motocross at Saddleback Park over tough competition.

Shutter work by Buzz Baty.

Charlie Bower and Ray Lopez square off during the 125 Expert action at Irwindale Raceway's weekly Friday night motocross. This week, Bower won

Photo by Buzz "Russell" Baty.

CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
April 1, 1973
by Creative Images

100 JRS	
Larry Theobald	Hon
Chris Schuek	Hon
Jeff Bean	—
125 JRS I	
Joe Oliva	Bul
Pat Hubbs	Suz
Chuck Gregerson	Bul
125 JRS II	
Tom DeVore	Ric
Ray Wallace	Ric
Brad Sherrill	Mnk
125 INT I	
Jeff Powell	Mnk
Steve Gannon	Pen
Nelson Whitehill	Hus
125 INT II	
Dan Chambers	Pen
Jim Domann	Mnk
Steve Mermer	Mnk
125 EX	
Bruce McDougal	Pen
Charlie Bower	Pen
Ray Lopez	Pen
Marty Smith	Mnk
Mark Tyer	DKW
250 JRS I	
James Hunter	Hus
Charles Richardson	Yam
Greg Sokol	CZ
260 JRS II	
TOm Burgess	Yam
Chuck MacDoanld	Hus
Mark Blavet	CZ
250 JRS III	
Steve Evans	Yam
Jason Churchill	Yam
Ryan Helzer	Yam
250 INT I	
Gary Benge	CZ
Jeff Osborn	CZ
Jack Phillips	CZ
250 INT II	
Geoff Howe	Hus
John Petty	Mai
John Pfeiffer	Yam
250 EX	
Mark Tyer	CZ
Bruce McDougal	Yam
Al Ortiz	Mai
Randy Myers	Bul
Marty Moates	Hus
500 JR	
Mark Peters	Mai
Dave Henche	CZ
Guy Erickson	Mai
500 INT	
Paul McGill	CZ
Gary Ogden	CZ
Steve Shipkey	CZ

CMC MOTOCROSS
Irwindale Raceway
Irwindale, Calif.
Mar. 30, 1973
by Creative Images

MINIS	
Lance Moorewood	Ind
Terry Woolwine	Ind
Bob Toliver	Hon
100 JRS	
Mike Thill	Hod
Den Aragan	Yam
Ken Kondos	Pen
125 EX	
Chuck Bower	Pen
Ray Lopez	Pen
Bruce McDougal	Pen
Jeff Vidic	Pen
Robert Elliott	Mnk
125 INT	
Nelson Whitehill	Hus
Jeff Jennings	DKW
Jim Domann	Mnk
125 JRS	
Greg Hogan	Pen
Joe Green	Pen
Glen King	Bul
250 EX	
Tim Lune	Hon
Randy Myers	Bul
Bryar Holcomb	Bul
Henry Saunders	Yam
Kevin Young	Hus
250 INT	
Alan Kent	CZ
Martyn Widgery	Yam
Nelson Whitehill	Hus
250 JRS	
Dave Moates	CZ
John Tutora	CZ
Ken Greene	CZ
500 EX	
Ray Lopez	Mai
Ken Zahrt	Bul
Bill Rubly	CZ
Sherman Andrews	Mai
Roland Rodriguez	CZ
500 INT	
Paul McGill	CZ
John Stasiefski	Mai
Arnie Beaman	Bul
500 JRS	
Dan Barnes	CZ
Tom Lansford	Bul
John Carmona	CZ
500 EX	
John Fackler	CZ
Terry Power	BSA
Doug Sherman	CZ
Dave Smith	CZ
Al Ortiz	Mai

TT SCRAMBLES
Perris Raceway
Perris, Calif.
Mar. 31, 1973
by Carolyn Graves

100 NOV	
Larry Eye	Kaw
Jay Wagner	Kaw
Phillip Knapp	Baj
100 NOV	
David Young	Kaw
James Young	Suz
Gary Graham	Kaw
100/125 AM/EX	
Wayne Whisenant	Kaw
Ricky Naymola	Yam
Jim Wood	—
125 NOV	
Danny E. Miller	Kaw
Stan Heinriey	Yam
Joel Harvey	Yam
250/175 NOV	
Jess King	Yam
Richard Beck	Oss
Chuck Markley	Hon
250 NOV	
Billy Traver	Mon
Wiley Miller	Kaw
Jeff Miller*	Bul
Ron Miller*	Yam
250 NOV	
Richard Warren	Bul
Tim Thibodeaux	Yam
Bill Carpenter	Yam
250 AM/EX	
Dennis Creason	Bul
Jeff Coleman	Kaw
Rex Hailey	Bul
350	
John Lowe	Bul
Bob Friese	Hon
Richard Beck	Hon
500 NOV	
Chuck Baker	Yam
Billy Traver	Mon
Steven Gall	Suz
OPEN AM/EX	
John Sperry	Suz
Bill Klaers	Mai
Don Frauenberger	Bul
MINI	
Ricky Livingston	Yam
Danny Davis	Yam
Danny Satler	Yam

*Denotes tie.

Friday night at Irwindale Raceway, more CMC motocross and... "Look out, Martha! The gate just dropped for the 250 Juniors." Russell "Buzz" Baty tintotype.

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John Silva deals with a small puddle.

by William H. Spencer

SAN JOSE, CAL., Mar. 18, 1973 – A large turnout and class jumping combined with lots of strange dust made for a long day of marathon racing at the Santa Clara County fairgrounds.

Taking the win in the 125 class after some rechecking of the lap charts was Kevin Morrison teamed with Jeff Sibley on a Rick Schell Yamaha. The problem occured in the last ten laps when Sibley fell and was inadvertenly miscounted.

Dan DaCosta and Pat Doran teamed up on a Charley Brown CZ to dominate the 250 run after Don Franco had to leave the event to take John Silva to the body healers. Silva had been running fourth when he got knocked off and may have busted his shoulder.

Carl Rodrick and Jack Hammers teamed up on a Schwerma Honda to take third spot after a terrible start. These two also rode the Open together but were not allowed to trophy due to the size difference, but handily won that over winners Nick Nazzisi and Al Woods on a 360 Yamaha.

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Top Juniors to Compete at San Jose National

SAN JOSE, CAL., Mar. 28, 1973 – Following the pattern and trend of the new National dirt track program that limits entries to Experts only, race sponsors of the May 20th San Jose National Half-Mile announced today that the program will also include an "Invitational" race for the top Junior riders.

The twelve High Point Juniors from the weekly Ascot Half-mile and the single San Jose pre-national Half-Mile will be invited to compete in a special ten lap Junior final on May 20th.

This means that the points will start on Friday night, April 6th at Ascot and will be scored every Friday night until a week before the San Jose National. The April 8th San Jose event points will be added to the Ascot points and the twelve Juniors that score the most points between April 6th and May 12th will be invited to compete on the 20th of May.

It was also pointed out that although twelve Juniors will be invited only ten will be on the starting line on race day. This will insure all Juniors an equal front row starting position and also allow for at least two riders extra that may have equipment problems or other things that plague Juniors from event to event.

Ascot and San Jose are the only two western region tracks that will be hosting half-mile events between now and May 11th, thus the point scoring system will be used from these two tracks only. It was also pointed out that few if any half-miles will have taken place in other parts of the country prior to the end of April and past records show that few if any eastern or midwest Juniors entered western National half-miles in past seasons.

A member of the San Jose promotion staff also added that the same policy may apply for the July 1 National mile track event. However, many half-mile races will have been run by that time but the qualification requirements may still rest on the points scored at the weekly Ascot Half-Mile races, San Jose non-National events for western Juniors with the possibility that one or two top ranked eastern Juniors, based on '73 half-mile and mile results, may also be invited on July 1.

The San Jose spokesman added, "We feel that having only the best proven Junior riders at the two San Jose Nationals this year will greatly improve the overall program." "In the past many have felt they were the best but did not prove it on the track, now they have a chance to ride in at least seven half miles before the deadline to qualify and at least two dozen events before the July 1 Mile."

The selected Junior riders will be notified by western regional referee, Chub Kellam, as to their status and possible invite to the May 20th race.

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VALENCIA, CALIF., MARCH 4: Encino's Will Harper, racing against a combined class of 125, 250 and 500cc machinery involved in the Senior/Expert clash, rocketed to his third straight victory aboard the new mid-bore Cooper MX.

While waging a full-throttle bout with CZ rider Frank Kalman in both of the 20-minute motos for Experts. Harper uncorked the Revell tuned bike, recording overall victories in each instance.

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AMA Road Racing in Mexico City

Following the establishment of procedures for international rider exchange between the AMA and the FMM, the Mexican Motorcycle Federation has implemented this agreement by inviting amateur motorcyclists from the United States to compete in a 500 kilometer (approx. 300 mi. road race to be held in Mexico City April 15, 1973.

The Mexican federation will offer lodging and food to all authorized American riders who enter. The event will be run in two classes of 125cc to 200cc, and 250cc to 1000cc. Both production and special road racing GP motorcycles are allowed.

In order to enter the competition, Americans must present a valid current AMA membership card and take out membership in the FMM. American Motorcycle Association professional riders holding the rank of Expert in road racing are not allowed to compete. All others are welcome.

For further details contact Alvaro Rodriquez Diaz, Zempoala 244 Mexico City, Mexico, phone 519-36-65 in Mexico City.

The Mexican federation would like to remind American motorcyclists that Mexico City is 2240 meters (over 6000 ft.) above sea level, and that riders must prepare their motorcycles accordingly.

Though this rider exchange is encouraged by the American Motorcycle Association, the event itself is under FMM sanction and direction, and AMA motorcyclists are advised that their membership insurance is not valid for this event.

A.C.E. Canadian Championship Indoor Motorcycle Races

CLOVERDALE, B.C., Mar. 24, 1973 — The Indoor motorcycle races have finally come to a close with the Canadian Championship event run off. With many of the riders sitting out the regular program so as not to damage their machines before the championship only 65 riders were in the regular program. But the racing was just as good as many of the old faces returned to take part in the final evening. 900 fans jammed themselves into the small grandstands to watch a relatively accident-free night and outside of a broken finger and one of the leading Powder Puff riders doing a high side on the finish line, scattering the flags, starter and referee, the only damage was to the lime bucket that she stuck her posterior in.

With the regular program out of the way, the big shoot-out started with the Little Wheel Mini Class Championship and ended with the 250's. Little nine year-old Mike Tonsgard on his Clarke Simpkins donut-wheeled Honda took the lead on the fifth lap and ran away and hid, lapping some of the slower riders three times in the 15 laps.

The Big Wheel was a close event with Butch Brown on a Clarke Simpkins Honda and Mark Olsen on an Allied Bultaco running 1st and 2nd for the 15 laps. Olsen made several attempts at the lead in the early laps but settled down to take second.

The Powder Puffs only had five entries tonight but with the extra racing room Diana Langlois on a Montesa jumped into the lead to take first when our perennial winner Bernadette Hendriks on her Pace Yamaha came up with a gear box full of neutrals.

The 125 class charged off the line and immediately four riders scattered all over the first corner. This was it no-holds barred racing. Nobody was sitting down now. Back to the line for a restart. Starter is sweating. Off they go, and — surprise — everybody makes it through the first corner and the race was on. Handle bars in the ribs and elbows in the eyes; this is it. They're racing for keeps. Butch Brown again was into the lead again on his Clarke Simpkins Honda with Jon McCaffery on Modern Motors Suzuki hot on his back wheel. For 25 laps, back and forth through traffic, lapping riders, missing fallen machines. McCaffery wasn't about to catch Butch tonight. And that's how they finished. The proof of how tough some of these flat trackers are is when Howard Garbe finished third with a broken left foot and Led Szmek is sixth with a harness holding his dislocated shoulder together and lots of tape around three broken ribs he sustained in a auto accident. Cars are dangerous.

The 250 class brought all the heavy iron. AMA National Number 35, Randy Skiver, Steve Baker, Mike McClain, Howard Garbe, Glen McKenzie.

After they did their bowling-pin act in the first corner, the restart was good with Randy Skiver powering into the lead with his Clarke Simpkins Honda with Steve Baker on the Fred Deeley Yamaha on his back wheel. Skiver quickly pulled out a lead, lapping some of the slower riders four times to take the race. Back in the pack the action was heavy for second, Howard Garbe powered around the outside of Baker and McClain to get second only to drop it on the 21st lap when his broken foot would no longer hold him up. In the jam to get around Garbe laying in the center of the track, McClain (Bul) slipped into second with Baker coming in third.

The track conditions stayed smooth except for two small ruts which caused a few riders to strangle the handle bars, but with the smoke under control, the fans were treated to a very exciting night of racing and are looking forward to next winter now. A.C.E. would like to thank the many people and dealers for their support this winter. Look for A.C.E. motocross, flat track, and minibike races this summer.

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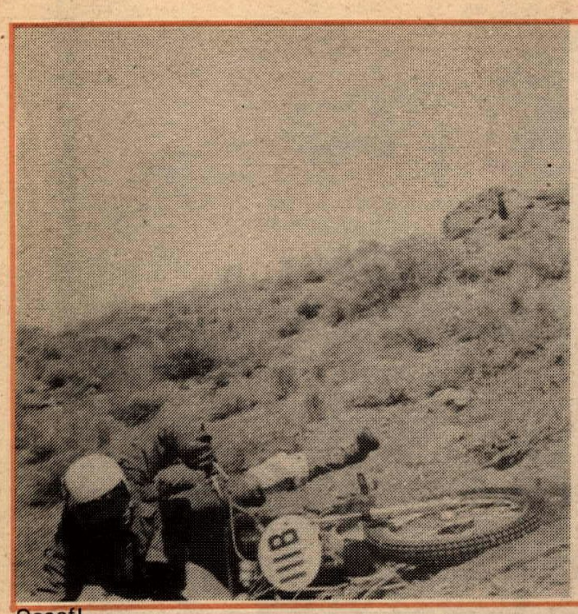
Oooof!

Crunch.

Ouch.

by Ron Schneiders

RANDSBURG, CAL., Apr. 1, 1973 – They had to lay out two complete courses but the Dirt Diggers were able to hold their National Championship enduro and on the advertised date, too. The Diggers originally planned to hold their enduro in Ballinger Canyon, the site of their very popular enduro last year, but in light of the Prospector's fate, (two cancellations by the Forest Service because of weather), they decided not to fight it. They abandoned their completely laid out course in Ballinger and laid out a new course in the Randsburg area.

The new course had three sections and a total distance of 128.9 miles. Section One started in the pit area a few miles south of Randsburg on the Randsburg-Mojave Road. The destination was Red Mountain, a scant seven miles up the road but the riders covered 35 miles and took well over an hour to get there. The terrain was generally nice trail, with some ridge running. There was nothing particularly difficult, but the weather gave a few riders a bad time. The wind was quite strong, probably 40 MPH in the pits and on the ridge. Some riders said they thought the gusts were up to 60 MPH. A few riders were litterly blown off the ridges and spent awhile getting themselves back up.

Gas stop at Red Mountain in the Red Garter.

There was a 16 minute gas stop at Red Mountain and then about 10 miles of easy, but rocky road. The fifty-mile loop circled the Lava mountains in counter clockwise fashion with the last part more or less paralleling the Trona Road. Just before the riders got back to the pits they were treated to an interesting downhill, one of the type that starts steep and gets progessively worse – for about half a mile. One experienced rider told me that once you got started there was no way you were going to stop, but he was wrong. Several riders found very effective ways of stopping. They dug handlebars into the soft sand, wedged the gas tank up against a big rock or simply crashed into other riders.

A few riders were stopped by Mother Nature. Somehow a chunk of rock, roughly the shape of a cube, and about two feet on each edge started down the hill gathering momentum like a bowling ball. The motorcycles were bowling pins, and the rock took three of them out before it came to rest. Fortunately none of the riders were seriously hurt, though one did take quite a while to get up. Considering that the "bowling ball" probably weighed several hundred pounds, they got off pretty lucky.

Lunch was back at the pits (26 minutes) and then the riders took off on the most difficult loop of the run, 43 miles in the El Paso mountains. There were a number of good hills to climb in that section, and one half-mile section of balloon rocks. (Just how big they were depends on the hot air capacity of the reporter). That they were fairly big however is easily verified: the schedule was only six miles an hour for the section.

Opinions about the run varied from Earl Wilson's ("It was really great, Ron, you gotta say something good about this one!") to one rider who admitted that he had really enjoyed it, but complained that he had been over all the trail "at least a hundred times", most riders seemed to feel that it was easy, a few that it was too easy.

That it was easy seems to substantiated by the scores. There are at least four zeros and four ones. The club used the flip card system, but results as this is being written are not available. There are several protests concerning mileage and four checks are involved. One of the most serious protests comes from Stan Baldwin, the Enduro Steward of District 37. Having an Enduro Steward lodge protests is about as fair as having a judge sue somebody and try the case in his own court, but apparently its allowed under district rules.

Among the riders who are going to be high up in the scores are Tony Furtado, Jay Tullis, Ralph Munyon and Dick Knapp, all of whom have zero scores. If the protests are allowed, however, there could be six or seven other zero scores. Carl Price, Fred Hayes and Gary Caukins have scores of one at the moment, but that could change.

One of the most interesting comments that I heard after the event came from Gary Satterlee who had driven all the way from Santa Maria to ride. He said, "I always like to ride the Dirt Diggers events. Whenever you get to a check, they're always friendly. They really seem to dig what they're

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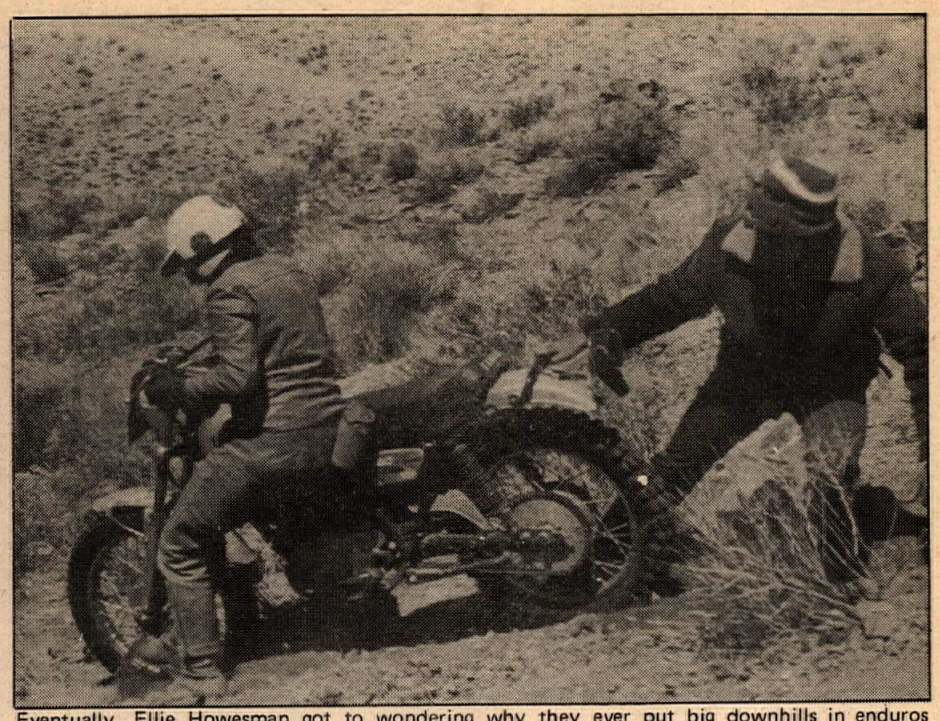
"Too Easy." "My God, Didja See Those Rocks?" "Too Slow." "Help!"

The downhill started out like thijs.



Eventually, Ellie Howesman got to wondering why they ever put big downhills in enduros anyhow.

doing."

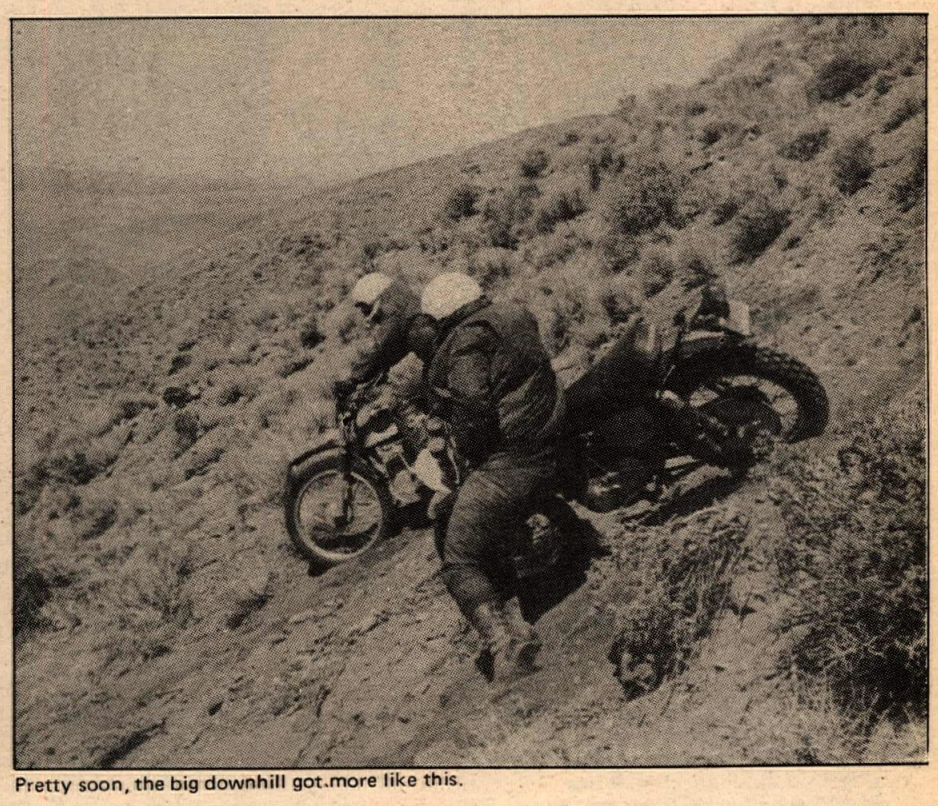
The Dirt Diggers had a bit over 400 entries and they only ran four on a minute which helps considerably to eliminate bottle necks. (If there were any in this run, I didn't hear about them.)

The IRRC was on hand for casualty control. They seem to have a bigger group and more equipment every time I seem them. Their rescue jeeps with litters on top and lights all over are quite impressive.

DIRT DIGGERS' RED GARTER
National Enduro
Ballinger Canyon, Cal.
Apr. 1, 1973

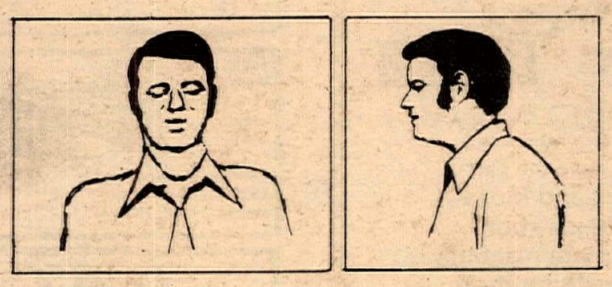
TEAM WINNER	
Carl Price	Pen
Fred Hayes	Pen
Gary Caulkins	Pen
SWEEPSTAKES	
R.B. Kanpp	Duc
A LIGHTWEIGHT (Tie)	
Jay Tullis	Hon
Tony Fertado	Hon
B LIGHTWEIGHT	
Rick Munyon	Pen
A HEAVYWEIGHT	
R.B. Knapp	Duc
B HEAVYWEIGHT	
Steve Bell	Yam

Ed Wight gets a taste of his own medicine! (So there. Hah!) "ESCO" acronymically means "Every second counts one." It's a tricky timekeeping system that works well in Anaheim; not so good at Red Mountain.



Pretty soon, the big downhill got more like this.

WANTED



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The 250 Sr. class in CMC North motocross off the line with Scott Pepper (247), Tom Rapp (12), Chris Willems (66) and Billy Grossi in the hunt.

NORTHERN MOTOCROSS

CMC-North MX at Sunnyvale

by Patrick Neil

SUNNYVALE, CAL., Mar. 25, 1973 – Billy Grossi rode three classes this Sunday and was able to win the 125 Senior class, the Open Senior class and take second in the 250 Senior class. Not bad!

In the first most of the 125 Seniors, Grossi (DKW) jumped out there on the start to take the lead. Dave Scott (Suz) gave chase in the second position and was able to take the lead for several laps when Grossi made a mistake somewhere in the back part of the course. However, with a strong will to win, Grossi came back to the front spot with Ron Self picking up on his lines right behind him. That's how the first one ended. In the second moto the same two continued on as if there hadn't been a finish on the first race. Billy out in front with Ron following.

The 250 Seniors took off with Scott Pepper (CZ) taking the lead. Right behind him was Chris Willems putting his new two stroke Honda to the test. In third was Billy Grossi (Mon). After several laps, Willems let Grossi by and Pepper just continued to lead for the win with Billy taking a second. The second moto saw Tom Rapp grap the hole shot. Right behind was Pepper. This time Tom Rapp let it all go and just left the rest of the group. Scott Pepper stayed in there all the way for a second place with Chris Willems getting a good start, but again letting Billy Grossi by him. That's the way it ended with Rapp first, Pepper second and Grossi third. Scott Pepper won it overall with his 1 and 2 points for the money.

Grossi took the lead in the Open Seniors, and took the finish flag way ahead of anyone else. Wimpy Griffith took second. The second moto saw Wimpy on his Maico charge out front for first place spot. Right behind him was Ron Turner on his Honda with Grossi in third. Grossi soon took over second from Turner and then fell. However, coming all the way from last place, Billy soon had third spot again, went outside of Wimpy and took away second place from the Maico. Now all that was left was Ron Turner on the Honda. Catching Ron wasn't easy, but Bill soon was right behind him waiting for a mistake. He got him through the whoop-de-doos near the end of the race and Billy Grossi took over first place and held it to the finish for the overall. Wimpy finished second.

Billy Grossi (DKW) leading the first moto of the 125 Sr. class.

Chris Willems (Hon) fights for second in the 250 Expert. Tom Rapp took overall in the class.

Lucky Spokes Motocross

BRUSH PRAIRIE, WASH., Mar. 18, 1973 – More and more motocross riders are finding out that the accessible motocross track in Brush Prairie is the same area Lucky Spokes Motorcycle Club holds their summer scrambles, about five miles northeast of Vancouver, Washington.

One of the best motos all season was in the combined Junior/Senior 500 class between Robby Ohge (CZ) and Byron Bates (Yam).

There should be a good turnout for the last motocross of the season on April 15th. The club's first scrambles race for the summer season will be held on May 20, 1973.

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The start of the 250 Expert: most fiercely-contest class of the day, won by Mark Ggyo.

Montana Starts 73 MX Season

by Rita Hansen

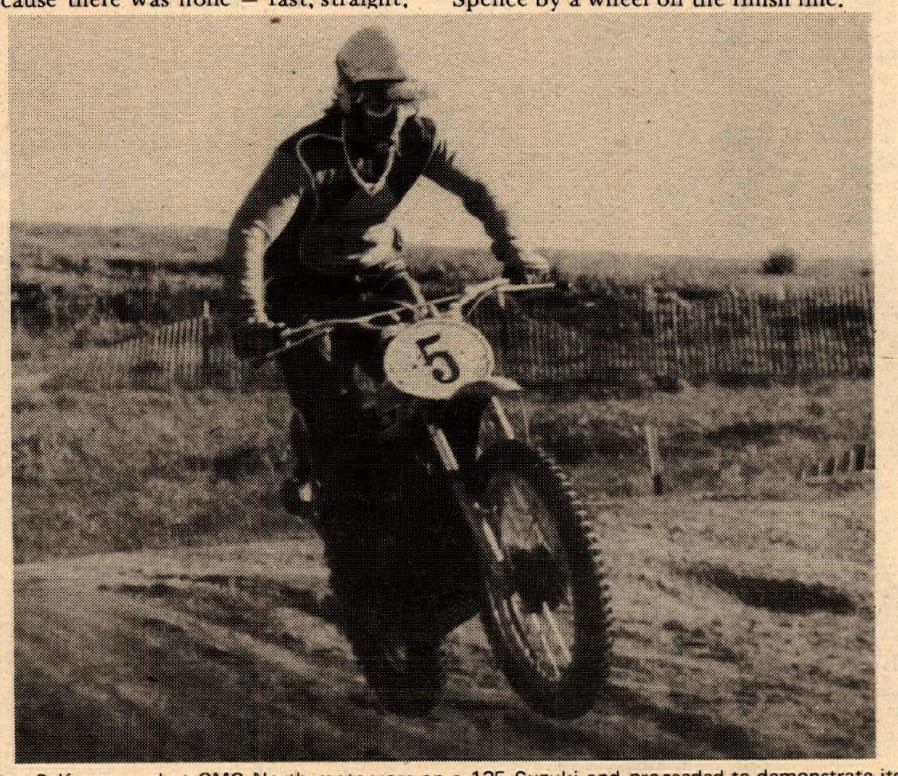
MISSOULA, MONT., Mar. 18, 1973 — The first big motocross in Montana this year (AMA & MSRA sanctioned) was held by the Hellgate Motorcycle Club drawing over 1800 spectators.

The "easy" winter this year, with very little snow and warm temperatures has brought about an early motocross racing season in Western Montana, starting off with dust instead of the usual spring mud.

The big race of the day was the 250 Expert class, with the fastest motocross riders in Montana and riders from Idaho. Tension mounted and engines wound tight as the starter pulled the rubber band taut in front of the racers. When it let go this time, the camera bugs missed their gigantic wheelie shots because there was none — fast, straight, and steady as they came over the rise and into the first turn.

The cloud of dust rose so thick no one could tell what was happening. Over the jump popped Mark Ggyo (Yam) leading with Steve Spence (Yam) second and Mike Hansen (Yam) third, the rest of the field pressing close behind. By the third lap, Hansen had passed Ggyo and Spence and was pulling out a lead when his rear brake locked up, and he fell back to finish fourth in that moto while Ggyo went on to win. The second moto Ggyo, Spence, and Lybeck (Mai) came off the line first, while Hansen was back about 10th. Lybeck crashed and fell back to dice it out with Hansen.

In the third moto, once again, Ggyo took the lead as Hansen moved up from a poor start to take second, passing Spence by a wheel on the finish line.



Ron Self appeared at CMC North motocross on a 125 Suzuki and proceeded to demonstrate its speed by winning the 125 Expert class. Ron usually rides a Maico in Open competition.

Dan Hulls (11h) leads the 125 Expert class in Missoula MX. Dan Tarman is second, on the downhill.

CMC North at Livermore

by Steve Castillo
Photos by Patrick Neil

LIVERMORE, CAL., Mar. 4, 1973 — Jim Turner continued his winning ways today as he rode his Charley Brown backed CZ to first in the Open Senior.

Turner started things rolling in Moto-one as he and Ron Self's Maico, started banging it out for first.

As both riders came out of the back section side by side it looked as though Self would try to go high and pass Turner, but what looked like a passing attempt was Self's throttle sticking. Self's Maico tore out about six feet of snow fencing but luckily Ron was OK.

Moto-two saw Ron Self make up for his mishap in the first moto as he won this moto handily over Jim Turner. Turner got the overall win with Self second and Steve Byers (Mai) third.

Bob Willis got it together today as he rode his Grand Prix Cycle's Penton to first in the 125 Senior.

Willis didn't have it easy however, as he had to contend with Bill Grossi and Jim Turner both DKW mounted.

Jim Turner (CZ) won the first moto of the 250 Seniors. Jim had to hold back the determined Bill Grossi (Hus) for the win. Ed Brown aboard a new Honda Elsinore took third. The second moto Turner got off the line third place, Ed Brown and Chris Willems, both on Hondas, had one and two.

The next lap, Turner after bending his shift lever, came in, got off his bike and said he couldn't see. The mud thrown up from the bikes ahead of him had gotten into his eyes and he couldn't open them.

Goggles were virtually useless in the mud as many riders suffered the same fate.

Ed Brown got the win with Bill Verbiscio (CZ) second and Russ Powell (Hus) third.

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327 Chev. with 4 speed, chrome wheels, $850.00. (213) 693-9802. (13)

'63 COMET CONVERTIBLE, V8, automatic, clean inside and outside. $375.00 or trade for Triumph Sled or ? Also have 250cc SUZUKI parts (X6), tires & wheels. (213) 693-9802. (13)

"71" — KAWASAKI 125 WITH 175 top end, cut rotary, ported, chamber, Akronts, Filtron, plastic tank, fresh bore, knobs, bars, MX pegs, Webco head, Pettys, reworked trans. for MX — $325. (213) 721-8455. (13)

'72 MAICO 400 RADIAL
Xlnt. condition with 3 gal. alloy tank, skid plate, Wheelsmith pipe, new 3.50x21, Filtron, plastic levers, custom seat, O.R.V. sticker. MAKE OFFER. (714) 956-2645. (13)

RIDERS 18 to 35 YRS. OLD can get $98 — a day while in the hospital plus additional hospital, surgical and doctor's benefits for $19.00 a month. Pays in addition to other insurance except workmen's compensation. Ask for Mr. Femster (415) 775-0500. (13)

(2) 1971 BSA 500's
(1) B50T immaculate, showroom fresh, 680 actual miles. (1) new 500 Westlake Victor in '71 BSA frame, must sacrifice, $595 ea. (213) 335-4835. (13)

'72 PENTON 125
"A" cond., fast, new top end, pipe, Filtron, Pettys, like new, $700. (213) 391-3195. (13)

'72 YAMAHA 100 MX, $275. Sachs 100 MX, $275. Dunecycle, $225. (213) 335-6136. (13)

1970 YAMAHA 125 — many extras, perfect cond., street licensed, $290.00. (213) 348-8290. (13)

EUROPE THIS SUMMER?
Volkswagen Van — 1967 — excellent condition, 1500cc engine, Georgia title, stored near Paris. For sale, $800.00. Used by AMXT Bryan Kenney, P.O. Box 334, Hapeville, Georgia 30354. (404) 471-6805. (13)

'72 HUSKY 250 CR
Excellent condition, ridden very little, $900 or best offer. Must sell. Call after 6 p.m. (714) 536-6214. (13)

'72 SUZUKI 400. LENGTHENED SWINGING ARM, Moly bars, Betor shocks, works pipe & ported. New seat, flywheel, 8 ga. spokes, alum. sprocket, very fast, dependable, $650. OHV stickie. (213) 722-2159. (13)

MUST SELL
'70 Yam. 250. Konis, 21" Akront, extended and lowered swing arm, fork kit, 30mm Mikuni, and much more. Over $400.00 in extras, very good condition, $475.00. After 5:30 (714) 842-7175. (13)

'71 YAMAHA 125 MX
33mm Pumper carb., ported, Reed valve, Girlings, 21" front. Petty fenders, many extras. Have $1200 invested, will sacrifice for $495. Showroom condition. After 7 p.m. (714) 793-4766. (13)

BENGT ABERG'S WORKS 360 HUSKY
is a lot lighter than my 450, but mine is a lot cleaner! '72 450 CR, $1075.00. Ph. (714) 545-7216. (13)

175cc YAMAHA '69 with '70 ENGINE, $325.00. Dirt ready, Filtron, fork brace, skid plate, Preston Petty fender, expansion chamber, knobbies, etc. Call (213) 768-0155. (13)

ACE 100 HODAKA ENGINE, 9 ported Webco Head, 26 Mikuni carb, reeds, straight-cut gears, down-pipe, Hodaka B front end complete, Hodaka tank, all for $175.00 or buy separately. (714) 593-0069. (13)

'68 HONDA CL350
$250 firm. Call (714) 624-6884 wk. days after 6 p.m. (13)

1970 360 YAMAHA ENDURO with ALL street gear, only 1100 miles, never raced. Expansion chamber, skid plate, 1 new 3.50 X 18 knobby and 1 new 4.50 X 18 knobby, 2 street tires with 900 miles on them, plastic front fender, many spare levers and parts. $550.00 FIRM. Call Jerry Jackson or Steve Mulry (714) 894-4421. (13)

'73 YAMAHA DT3 MX 250. Arnaco tuned shocks, flywheel weight and Skyway silencer. Trade for '72 or '73 Bultaco 350 Trials bike or asking $850. (213) 469-7087. (13)

1972 CZ 400
Femsa, Sunburst head, Curnutts, Mikuni, "clean". Includes tool box, all spare parts, helmets, leathers, jersey, bike stand. $900.00 firm!! (213) 631-6626. (13)

1970 125cc AMERICAN EAGLE. Excellent condition, Curnutts, Filtron, J&R arrester, side stand, new tires. Only $350. Call after 5:00 p.m. (714) 533-2120. (13)

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Fiberglass tank, new Konis, Akront, Mid-Valley pipe, ported, 32mm, tires, bars, levers, more extras, fast & super reliable, $695. (805) 642-5124. (13)

125 YAMAHA MX 1971¾
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'71 BULTACO 125 SHERPA-S. Reed valve & Reed porting, immaculate cond., looks & runs cherry, off-road regis. $425 or best. (714) 544-6513. (13)

1973 NEW OSSA TT STILETTO
5-spd., skid pan for desert, Curnutt shocks, 3-counter shaft sprockets, 3-rear sprockets, Petty's "Mudder" front fender, new helmet, new motocross boots, getting out of racing. All $800. One hour on engine. (213) 944-8262. (13)

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STREET HACK
1972 Honda 500 K-2, Bingham sidecar, too much to list, over $2300 invested, perfect condition, offer. (213) 882-2147. (13)

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Yamaha 250 TD1C — excellent condition, new tires, carbs & complete overhaul on engine. Only ridden once, must sell, $750.00. (213) 473-1297. (13)

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Bazooka Pete's fabled 125 Suzuki enduro is for sale. Konis, 21", Renolds, brace, fender, filter, many spares, super tuned, never failed, $200. Call Baz (213) 379-3745 eve. (13)

FOR SALE
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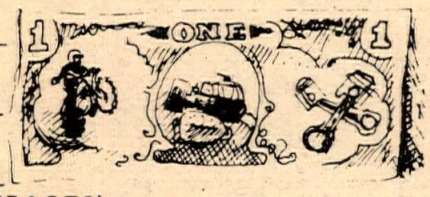

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Extra clean, super porting, new rings & piston, 24mm carb, must see to believe! Ask for Rob (213) 943-3270. (13)

ITAL JET ROAD RACER 50cc
ACA class champ, parts available, show condition, $375. Dick Robb (213) 326-3652. (13)

'71½ MAICO 400 $575
Yamaha front hub, Konis, Akronts, Filtron. (213) 284-4163. (13)

1970 HUSKY 400, STREET LEGAL and licensed! Great for "legal" enduros, dirt roads, Mexico. Excellent original condition with extras. Asking $850. Keith (213) 535-3338, nite (213) 379-2823. (13)

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Very clean, excellent condition, very fast! $450.00 or best offer. Call after 3:00, ask for Ben (213) TO 9-6494. (13)

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'72 400 CZ, engine stock, 36 Bing, Akront rims, new Konis, Unifilter, plastic tank. Free Popcycle with bike, $1000 Cycle News readers, all others $950. (714) 537-5955. (13)

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Excellent condition, very low mileage, 34 Mikuni, down pipe, and more! A steal at $600. '72 Bultaco 360 Montadero, $600 or best. (213) 882-0085. (13)

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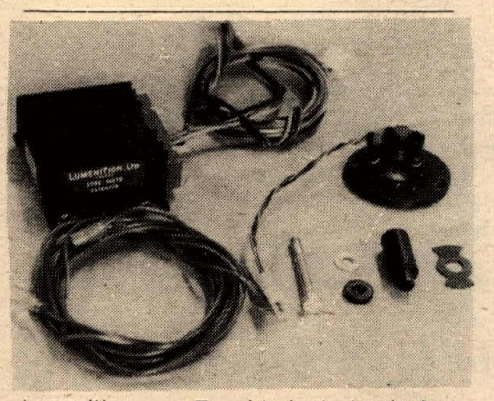
Fresh top and bottom end, super close ratio transmission, trick but reliable motor, up and down pipes, lowered frame, solo seat & pad, raised pegs. More extras, must sell, $1200 invested, first $700 takes it. (714) 479-7906. (13)



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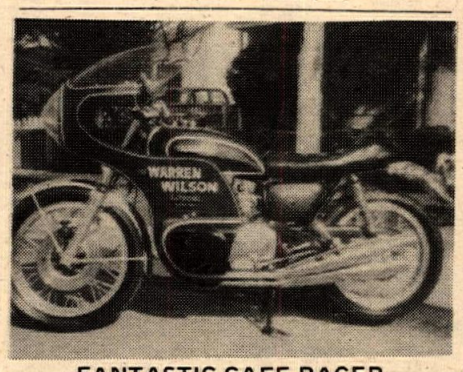

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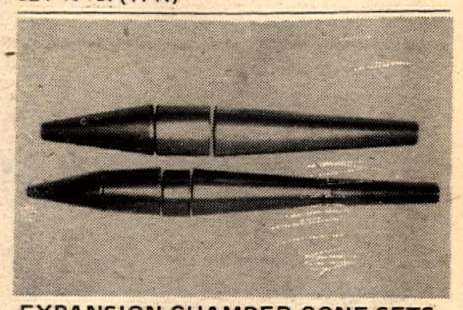

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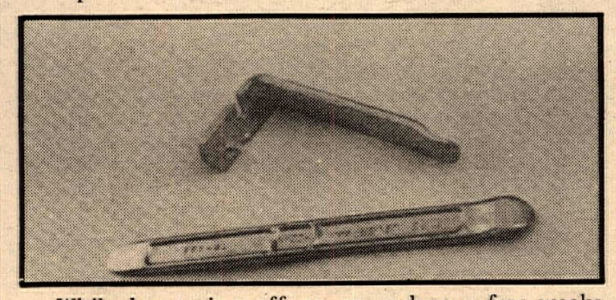
Tis' not so much to endure the slings and arrows of defeat as is to simply endur-o.

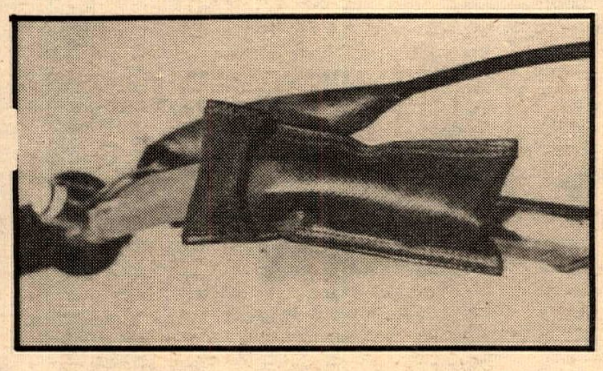
In keeping with this week's enduro spectacular, the new products column will endeavor to exhibit a few accessories which might be of interest to all those poor ignored enduro and trail riding souls.

GRIT FITS

Without a doubt, the foremost fellow in enduro and trail riding accessories is Carl Shipman of Albuquerque, New Mexico, through his company called the Dirt Rider. First of all, I'd like to mention that you can get a copy of his catalog and check out all of his stuff; or secondly you can keep reading New Products and catch a few of them when there is time and space.



While boogeying off on an enduro a few weeks ago, I included one of Dirt Rider's handy little cross brace bags, which handily contained a new spark plug and implements to install said spark plug in the top of the combustion chamber of my motorcycle. Never having finished an enduro before (always because of mechanicals, mind you), this seemed like a reasonable idea. Since it was there, I never had a problem, so they had to stop the enduro to avoid my possible finish. However, some poor soul done fouled a sparking plug on his evil tempered Spanish bike, and he was mightily grateful that I had brought along that fresh plug. He made it another half a mile before the monster ate my new plug, and that's a fair journey for his bike. Anyway, I think the little bag is great, as it stayed in place, didn't fall apart, and didn't even ruin the gap on the plug. So, write: the Dirt Rider, Box 14422, Albuquerque, N.M. 87111.

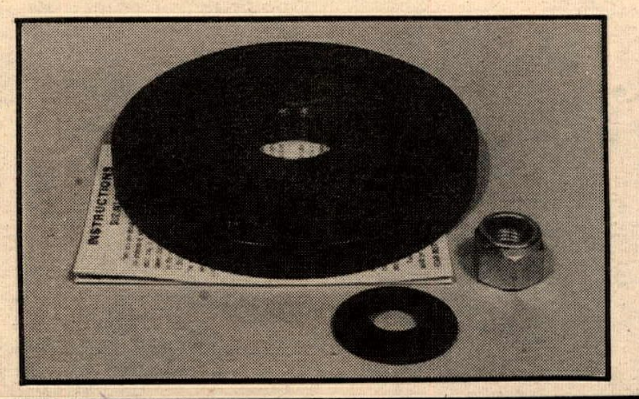


SOLE FOOD

Having pushed motorcycles out of the toolies a lot lately, my fine Vibram soled, Penny's special enduro boots, have begun to look a might tatty of late. Yesterday morning I was sitting here lamenting the fact and wondering when my superiors might give me a can of shoe polish, when this little wash and dry type packet of stuff came in the mail. Says here that it'll protect leather, vinyl, plastic, etc., from this that and the other thing (including smog). So I took the little packet, opened it up, and smeared it all over my boots. First they got real dark, and that made me mad, but now they're going back to the nice original color, and that makes me happy. The leather has gotten nice and soft and flexible, and if you'll wait a second I'll run out in the hall to the sink and pour some water on them, and then we'll see what that does...Hey, it really worked, the water beaded up and rolled off. If I'd had this stuff for the ride back from Big Bear Lake last weekend...You can get some from a dealer for $2.98 or from Target Products, Box 1, Eagle Rock Station, Los Angeles, California 90041, postpaid.

SUZY CREAMCHEESE?

Sometimes when I'm out trying to enduro, I see these poor dudes out flailing around on Suzuki motocrossers. The throttle response doesn't seem quite right for negotiating rocky hillsides. At times I've thought to myself, "What those guys need is more flywheel effect. That's the cure all for any power problem. Don't go fast enough — too much flywheel. Goes too fast — not enough flywheel" For $19.95 you can turn that Suzy into a veritable thumper with a two pound flywheel, or for $24.95 you can turn her right into a tractor with a four pounder. Write: Competition Dynamics, 3421 East Harvard, Phoenix, Arizona 85008.



THE EYES HAVE IT

Eye protection can be a terrific problem for enduro riding, because of the slower speeds and attendant fogging problems. Lots of six-days heroes are wearing glasses like this pair offered by Hi-Point. They come from Penton, and therefore see your local Penton dealer.

FIRST GEAR, IT'S ALRIGHT. SECOND GEAR, HANG ON TIGHT.

Hondas are becoming increasingly popular enduro mounts, because of their well-known reliability. The bigger people who are riding 100 and 125's might find that the front forks on the little Hondas are a tad mushy. The simple compromise solution is to add spacers to pre-tension the springs. For $3.95 you can get some spacers all set up for the little Hondas, from 9350 Wilshire Boulevard, Room 328, Beverly Hills, California 90212.

YAWNING

Finally, for those of you who stay at home, and home isn't what it might be in the desert, here's some shade. This handy dandy awning rolls out from a box which attaches to the side of your van. It's strong and wind resistant, compact, and costs anywhere from $88 to $250. Write: Inst-Awn Inc., 1027 East South Street, Anaheim, California 92805.

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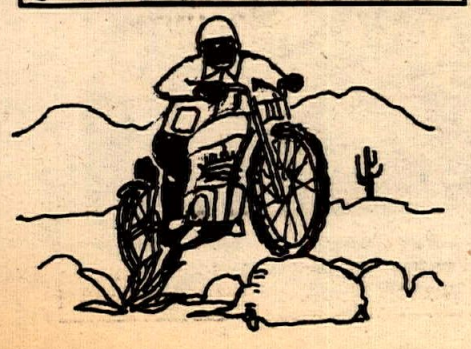

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RAPE THE LAND.
And when there's nothing left you'll know who to blame

Boom and Bust on Texas Motocross Scene

Where Have All the Shoes Gone?

Brad Lackey won the first Tex-AMA race, then went to Europe to campaign in the European Grands Prix.

Odessa Drags and Tex-AMA Combined

by Bob Johnson

ODESSA, TEX, Apr. 1, 1973 – Only 985 spectators turned out for a combined first round National Drag Racing Championship and the second race of the Tex-AMA series were today. Because of a two and one half hour delay, the drags and the motocross alternated. First off were the drag time trials followed by the first 250 moto. High winds and blowing dust hindered vision and caused some anxious moments for the drag racers.

In the motocross, Honda teammates Gary Jones and Marty Tripes, fresh from a Dallas win on Saturday walked off with the 250 class, as Jim Weinert (Kaw) fell badly in the third moto and finished 19th overall. Fourth in the 250 was Austin, Texas rider and first Texan, Steve Stackable. Peter Lamppu on a Kawasaki finished third. Fifth place was Bob Grossi, who couldn't seem to find the groove fast enough to be a serious threat.

In the 500 Jim Weinert dominated with a three heat winning streak, Billy Clements battled Weinert all the way but could not pull off a win. Clements finished second in the first and third motos and fourth in the second moto. Gary Semics was the only other threat to Weinert for overall, with a second place in the second moto. Tony Wynn of Sherwood, Arkansas on a Kawasaki was fourth in his first factory outing. Bob Graham (CZ) from Houston beat Wyman Priddy (Kaw) for fifth place by two points.

DRAGS

In the drags, Bob Mauriello's Harley from Chicago swept the Top Eliminator class from Pat Millers aboard a triple engined Yamaha gasser. Mauriello arrived late and barely had time to make his time trial and change the rear tire for the final run. Nick Morale on a twin engined Kawasaki C/D bested John Payden of Fort Worth on a dual AA/A Harley for the Competition Eliminator title.

The street eliminator title was picked up by local racer Carl Murdock on a Kawasaki 750. Bob Bramlett of New Mexico on a watercooled 750 Suzuki was the only challenger Murdock faced.

The rider turnout for the drags was so poor the announcer was soliciting competitors from the grandstands.

by Richard Creed

HOUSTON, TX., Mar. 25, 1973 – Brad Lackey and Bob Grossi continued their winning ways today as they swept the first race of the Tex-AMA series.

Lackey completely dominated the 500 event on a proto Kawasaki, blitzing to enormous leads in all three motos. Mike Hartwig on a Husky was Lackey's closest competitor, but had to settle for second place. Third overall was taken by Fred Hanna riding for the H&H Mustic Racing Team of Houston. Hanna rode a production version of the 450 Kawasaki.

Mike Runyard had problems all day, getting a bad start in the first moto, and losing his expansion chamber on the third lap of the second moto, and finally having to push his CZ across the finish line to seventh place in the final moto. Wyman Priddy of Fort Worth was fifth overall on a Kawasaki Central sponsored 450 production model. Priddy led for four laps in the second moto but fell and almost collected Lackey in doing so. Priddy locked his gearbox up in the final moto and had to push it home.

Bob Grossi had a tougher time capturing the 250 win as Honda mounted Gary Jones sailed into the lead in the first and second motos. Jones dropped it while leading the first moto, and Grossi outrode Gary on the last two laps of the second moto to win. In the third moto Grossi swept to an unchallenged lead. Grossi also had to contend with Jim Weinert on a 250 Kawasaki. Weinert wheelied across the finish for the first moto win and Steve Stackable of Austin held Grossi off in the turns and beat him in the drag race for the checker.

The Grossi-Jones battle in the second moto left Weinert in third place fighting with Kent Howerton of San Antonio who passed Weinert in an inspired ride that had the Texas fans screaming. The last two laps were incredible. Weinert finally got by the young Texan on the last lap and finished third.

The third moto saw the end of the Weinert challenge for first. Jim charged through the pack and was catching Grossi and Jones easily until he fell hard coming out of the second mud hole. The fall broke the front fender and Jim's face was sprayed with mud the rest of the moto. Thanks to Jones falling again Weinert was able to gather up second place overall. Steve Stackable was third in the third moto and lost second overall to Weinert by one point. Fourth overall went to Kent Howerton and Jones collected fifth.

Gary Jones, National 250 class Champion, is starting to make his presence felt on the new Honda CR250M. Jones now has a second and a first in AMA national motocrosses.

Brad Left for Europe, Pierre wasn't there. Jim Weinert (Kaw) won all three motos of the second Tex-AMA handily with threats only from Billie Clements and Gary Semics (Hus).

the continuing adventures of

Motocross Cat

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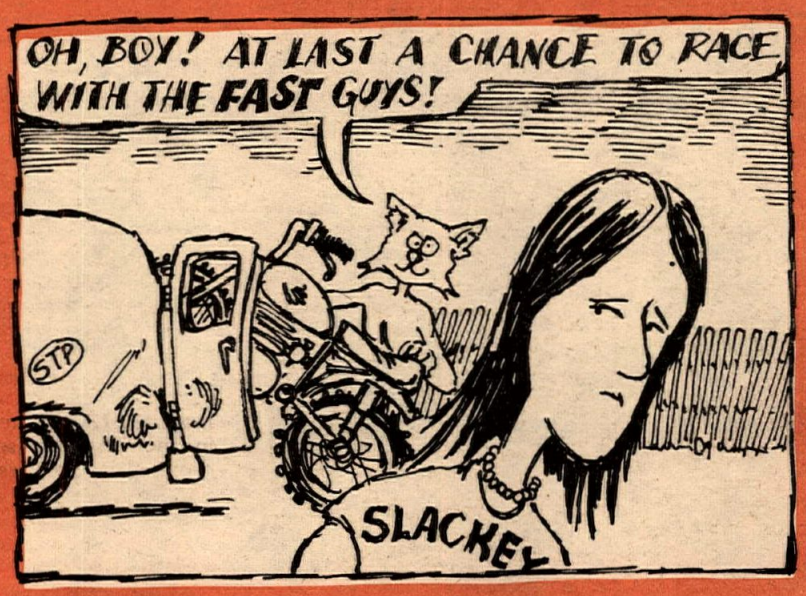
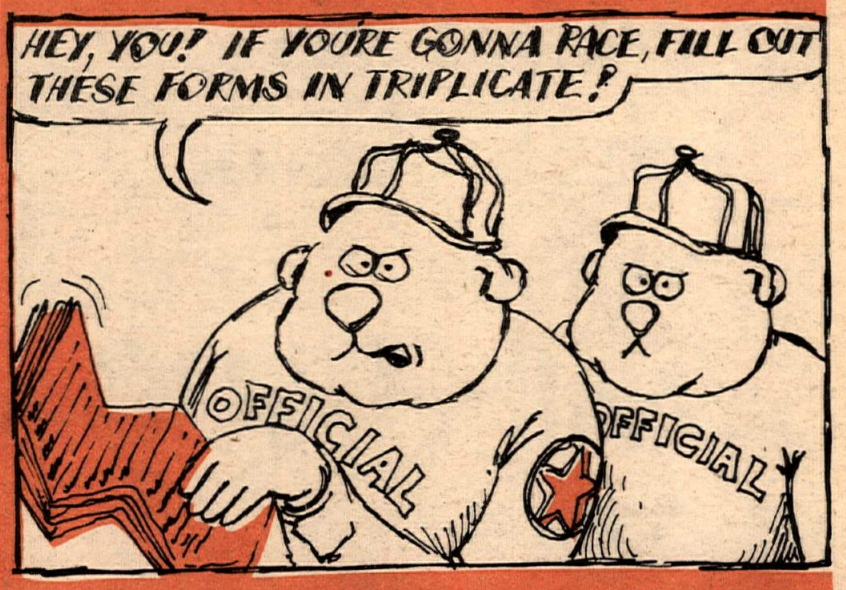
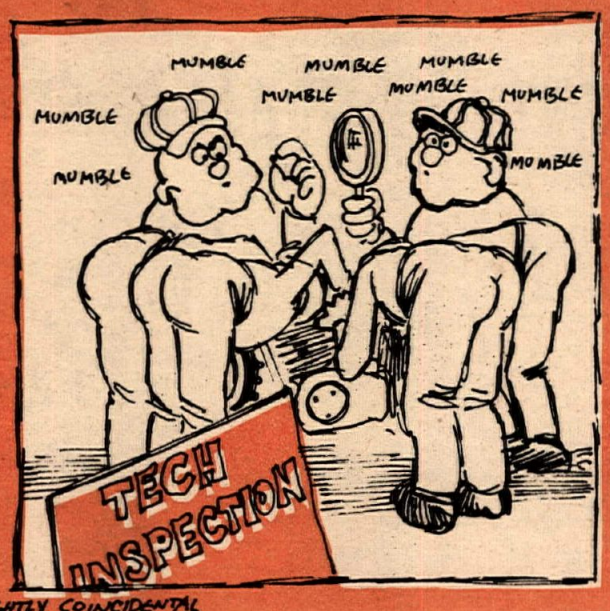
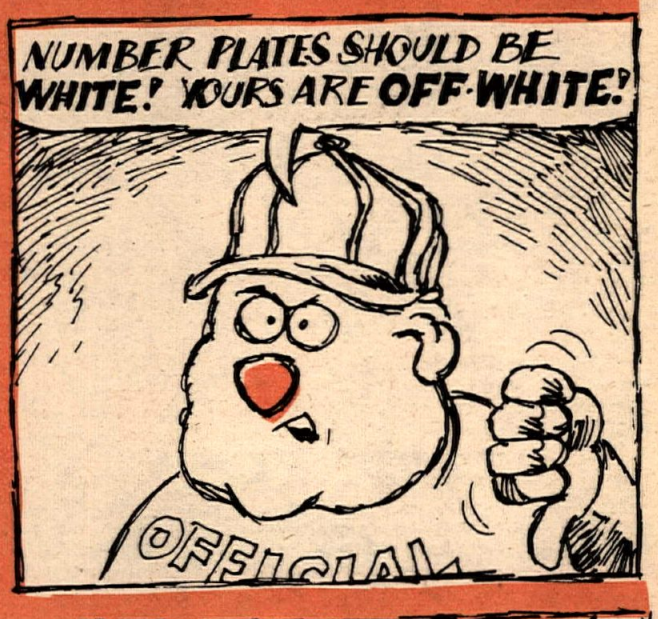
A COMIC OPERA IN ONE ACT

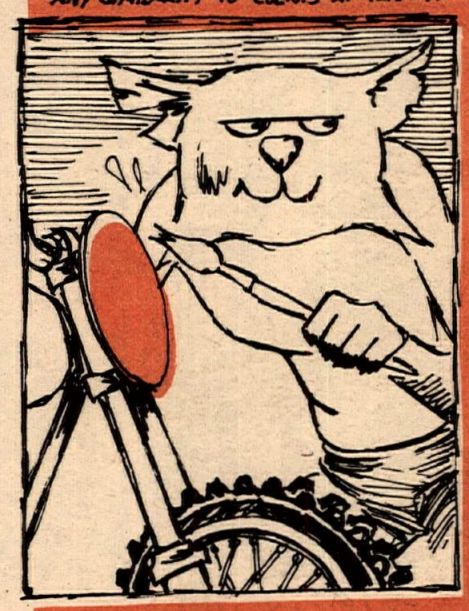








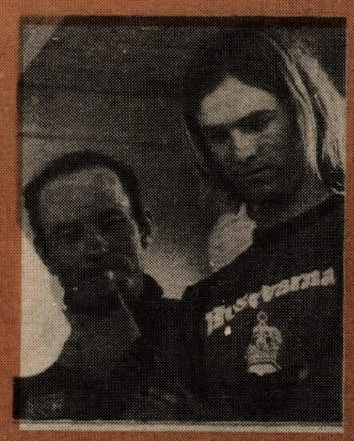
ANY SIMILARITY TO EVENTS AT TEXAMA RIO BRAVO IS SLIGHTLY COINCIDENTAL



Tony Bell 26 March '72

GRADUATION DAY

Mayes and "the Professor" win the MINT 400



One of the first students at Husqvarna's new International Training Center was 19 year old Mitch Mayes and he proved himself a very adept pupil. Teaming with the Coach, Rolf Tibblin, they rode to take a big 1st Place in the 6th Annual Del Webb Desert Rallye (formerly the Mint 400). They completed the physically demanding course in an amazing 8 hrs., 9 min. and .03 sec., and were 12 minutes ahead of the second place finishers when they took the checkered flag. The Mint has been a race of endurance for both men and machinery since its founding in 1968, and Husqvarna has proven the capability of its machinery in winning the race four times—the **last three consecutively.**

In establishing the Husqvarna International Training Center, Coach Tibblin plans to develop riders of equal quality and stamina. With Mitch it looks like he's on the right track.

So on with the cap and gown (helmet and leathers). It's Graduation Day! We can hardly wait to watch Mr. Mayes and his Husky when they do their post graduate work. (His graduate work began the following weekend when we won the Little Bear G.P. at Riverside over 600 entrants.) **Photos courtesy of Popular Cycling**

Write for your application blank and brochure on the new Husqvarna International Training Center. Students must be over 16 years of age to be eligible for enrollment.

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